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FREIGHT RATES
WESTERN TERRITORY

ONE OF A SERIES OF TREATISES IN AN INTERSTATE COMMERCE AND RAILWAY TRAFFIC COURSE

PART 1
WESTERN TRUNK LINE TERRITORY

J. A. BEHRLE
Chief of Tariff Bureau
Chicago & Alton Railroad

La Salle Extension University
- Chicago -

T E 205

INTERSTATE COMMERCE
AND
RAILWAY TRAFFIC COURSE

The subjects listed below constitute the basic material of a course in Interstate Commerce and Railway Traffic. This course is especially designed to meet the constantly growing demand for efficiently trained men in railroad and industrial traffic work; to assist students to pass the examinations for government service under the Interstate Commerce Commission; and to meet the demand for men competent to direct the work of commercial organizations and traffic bureaus. With the exception of the Atlas of Railway Traffic Maps, the subjects listed below are covered in an average of approximately 200 pages each.

Atlas of Railway Traffic Maps
Traffic Glossary
Freight Classification; Some Ways of Reducing Freight Charges
Freight Rates: Western Territory; Bases for Freight Charges
Freight Rates: Official Classification Territory and Eastern Canada; Industrial Traffic Department
Freight Rates: Southern Territory
Publication and Filing of Tariffs
Freight Claims; Investigation of Freight Claims; Routing Freight Shipments; The Bill of Lading; A Primary Lesson in Transit; Demurrage
Railway Organization; Statistics of Freight Traffic; Railway Accounting
The Express Service and Rates
Ocean Traffic and Trade
Railway Regulation
The Act to Regulate Commerce and Supplemental Acts
Conference Rulings; Procedure Before the Interstate Commerce Commission; Grounds of Proof in Rate Cases
Application of Agency Tariffs
The Law of Carriers of Goods
Practical Traffic Problems

LASALLE EXTENSION UNIVERSITY

FREIGHT RATES
WESTERN TERRITORY

PART 1

WESTERN TRUNK LINE TERRITORY

J. A. BEHRLE
Chief of Tariff Bureau
Chicago & Alton Railroad

LASALLE EXTENSION UNIVERSITY
CHICAGO
1922

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the Official Classification basis, which is applied throughout the East by Trunk Line and Central Freight Association roads.

The greater portion of the state of Illinois may be regarded as being in Official Classification Territory; for this reason the freight rates are incorporated in the treatise devoted to the rate-making methods employed in that territory and will not be taken up in this work.

It seems desirable, for the purpose of illustration, to observe some of the general conditions obtaining in this territory; among such are the density of the population and area of the territory and railroad mileage and tonnage, these affecting in some degree the measure of transportation charges that is established throughout the West.

2. Population

Roughly speaking, that portion of the United States lying west of the Mississippi River accounts for three-fourths of the area of the country; according to the 1910 census that portion accounted for something in excess of 30 per cent of the total population of the United States, which is distributed as follows:

Arizona	204,354	Nevada	81,875
Arkansas	1,574,449	New Mexico	327,301
California	2,377,549	North Dakota	577,056
Colorado	799,024	Oklahoma	1,657,155
Idaho	325,594	Oregon	672,765
Iowa	2,224,771	South Dakota	583,888
Kansas	1,690,949	Texas	3,896,542
Louisiana	1,656,388	Utah	373,351
Minnesota	2,075,708	Washington	1,141,990
Missouri	3,293,335	Wisconsin	2,333,860
Montana	376,053	Wyoming	145,965
Nebraska	1,192,214		
		Total	29,582,136

3. Railroad Mileage

The following tabulation indicates the density of railroad mileage in the several states in this territory and the per cent of the total mileage of the United States they bear as well as the number of miles of railroad for 100 miles of territory:

State	Official Mileage	Proportion to U. S. Mileage	Mileage per 100 Sq. Mi. of Territory
Arizona	2,264.61	.91	2.01
Arkansas	4,967.13	2.14	10.15
California	8,031.21	3.28	5.26
Colorado	5,687.05	2.29	5.51
Idaho	2,659.88	1.07	3.20
Iowa	9,911.97	3.97	17.84
Kansas	9,257.08	3.71	11.32
Louisiana	5,215.02	2.27	12.50
Minnesota	9,003.83	3.61	11.16
Missouri	8,095.70	3.27	11.86
Montana	4,497.29	1.80	3.08
Nebraska	6,142.17	2.46	8.00
Nevada	2,340.76	.94	2.13
New Mexico	3,031.64	1.21	2.47
North Dakota	5,027.79	2.01	7.17
Oklahoma	6,354.68	2.54	9.16
Oregon	2,761.27	1.11	2.90
South Dakota	4,205.80	1.68	5.47
Texas	15,424.30	6.25	5.95
Utah	2,082.77	.83	2.53
Washington	5,257.62	2.12	7.91
Wisconsin	7,542.38	3.07	13.86
Wyoming	1,635.42	.67	1.72
Total in U. S.	260,204.93		

4. Sources of Traffic

As illustrative of the sources from which railway revenues are derived, the most recent tonnage statistics of the Interstate Commerce Commission prove particu-

larly illuminating; those for the seven grand divisions established by the Commission are distributed as follows:

Products of agriculture	106,067,217
Products of animals	26,446,382
Products of mines	650,940,253
Products of forests	112,079,164
Manufactures	165,532,035
Merchandise	42,520,369
Miscellaneous	41,254,783
Total tons	1,144,840,303

Of this total, slightly over one-third per cent originated on lines in the western district, which takes in the territory under discussion. The following tabulation shows the grand divisions above enumerated as well as the subdivisions of each and the amount of tonnage originating on the lines in this territory.

Products of Agriculture	
Grain	35,133,842
Flour	6,422,275
Other mill products	4,135,256
Hay	3,788,660
Tobacco	125,930
Cotton	1,967,348
Fruits and vegetables	8,265,274
Other products of agriculture	5,141,260
Total tons	64,979,045
Products of Animals	
Live stock	10,799,412
Dressed meats	1,333,067
Other packing-house products	1,025,184
Poultry, game, and fish	369,472
Wool	131,696
Hides and leather	280,115
Other products of animals	981,954
Total tons	14,920,900

Products of Mines		
Anthracite coal	3,233,517	
Bituminous coal	53,163,543	
Coke	2,909,688	
Ores	95,445,739	
Sand, stone, and other like articles	28,944,112	
Other products of mines	7,009,672	
Total tons	190,706,271	
Products of the Forest		
Lumber	36,343,083	
Other products of forests	21,515,606	
Total tons	57,858,689	
Manufactures		
Petroleum and other oils	4,948,208	
Sugar	1,607,877	
Naval stores	131,397	
Iron, pig and bloom	1,329,682	
Iron and steel rails	866,052	
Other castings and machinery	2,078,939	
Bar and sheet metal	1,071,822	
Cement, brick, and lime	12,331,135	
Agricultural implements	925,023	
Wagons, carriages, tools, etc	334,044	
Wines, liquors, and beers	1,923,875	
Household goods and furniture	978,361	
Other manufactures	6,880,551	
Total tons	35,406,966	
Merchandise	17,256,560	
Miscellaneous, other commodities	6,639,896	
Grand total tons		387,769,127

Until the last decade or so, jobbing houses were the medium through which the bulk of trade was conducted; but in recent years, however, many manufacturing establishments have been established throughout Western Territory. It is, therefore, to a large extent, self-sustaining, and it is not necessary for the inhabitants to rely on the East for articles of manufacture to such an

extent as heretofore; this is brought out by the decrease shown in the average haul of shipments as shown from time to time in traffic reports. The average haul in 1913, in Western Territory, was 179.16 miles, as compared with 124.11 miles in the Official Classification Territory.

Before taking up the various inter-regional and interterritorial rate adjustments, it seems proper to the author to devote some little discussion to the various intrastate adjustments employed throughout the territory.

There are so many adjustments applicable throughout this section of the country and they are so varied that it seems desirable to make a division for that purpose. Accordingly this work will take up (1) the Western Trunk Line Eastern Division territorial adjustment, (2) the Western Trunk Line Western Division, or, as previously known, the Trans-Missouri adjustment, and (3) the construction of rates from and to Colorado and Utah common points, this roughly embracing the states of Colorado, Iowa, Missouri, Minnesota, Montana, Nebraska, Kansas, Wisconsin, Wyoming, and Utah. The various intrastate rates in Western Trunk Line Territory are taken up first, because in them is frequently found a reason for some peculiarity in so far as the interterritorial or interstate rates are concerned.

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TABLE 1

Mileages between Junction Points in Minnesota. Also between Junction Points in Minnesota and First Junction Point in Adjacent States

BETWEEN / AND	Blue Earth, Minn.	Burt, Iowa	Butterfield, Minn.	Chatfield Jct., Minn.	Fairmont, Minn.	Fox Lake, Minn.	Kasota, Minn.	Mankato, Minn.	Mankato Jct., Minn.	Marshland, Wis.	New Ulm, Minn.	Plainview Jct., Minn.	Redwood Jct., Minn.	Sanborn, Minn.	Sioux Valley Jct., S.D.	Tracy, Minn.	Tyler, Minn.	Wabasso, Minn.	Watertown, S. D.	Winona, Minn.	Zumbrota Jct., Minn.
Blue Earth.....Minn.																					
Burt.....Iowa	* 32.3																				
Butterfield.....Minn.	49.4	66.7																			
Chatfield Jct..... "	*142.2	*174.7	*138.9																		
Fairmont..... "	18.9	* 51.2	30.5	*147.4																	
Fox Lake..... "	29.0	46.3	20.4	*157.5	* 10.1																
Kasota..... "	* 54.7	* 87.0	* 51.2	98.2	* 59.7	* 60.8															
Mankato..... "	* 46.2	* 78.5	* 42.7	96.2	* 51.2	* 61.3	*8.5														
Mankato Jct..... "	* 50.0	* 82.3	* 46.5	92.4	* 55.0	* 65.1	5.8	3.8													
Marshland.....Wis.	*185.9	*218.2	*182.4	43.5	*190.9	201.0	141.7	139.7	135.9												
New Ulm.....Minn.	* 72.1	*104.4	* 61.8	122.1	* 77.1	82.2	31.5	25.9	29.7	165.6											
Plainview Jct..... "	*142.4	*174.5	*138.7	0.2	*147.2	*157.3	98.0	96.0	92.2	43.7	121.9										
Redwood Jct..... "	* 88.0	112.6	45.9	138.0	76.4	66.3	47.4	41.8	45.6	181.5	15.9	137.8									
Sanborn..... "	75.4	92.7	26.0	157.9	56.5	46.4	67.3	61.7	65.5	201.4	35.8	157.7	19.9								
Sioux Valley Jct.....S. D.	168.7	186.0	119.3	251.2	149.8	139.7	160.6	155.0	158.8	294.7	129.1	251.0	113.2	93.3							
Tracy.....Minn.	100.9	118.2	51.5	183.4	82.0	71.9	92.8	87.2	91.0	226.9	61.3	183.2	45.4	25.5	67.8						
Tyler..... "	128.1	145.4	78.7	210.6	109.2	99.1	120.0	114.4	118.2	254.1	88.5	210.4	72.6	52.7	40.6	27.2					
Wabasso..... "	90.1	107.4	40.7	164.6	71.2	61.1	74.0	68.4	72.2	208.1	42.5	164.4	26.6	14.7	108.0	40.2	67.4				
Watertown.....S. D.	192.1	209.4	142.7	266.6	173.2	163.1	176.0	170.4	174.2	310.1	144.5	266.4	128.6	116.7	44.3	92.6	84.9	102.0			
Winona.....Minn.	*180.3	*212.6	*176.8	37.9	*185.3	*195.4	136.1	134.1	130.3	5.6	160.0	38.1	175.9	195.8	289.1	221.3	248.5	202.5	304.5		
Zumbrota Jct.....	129.0	*161.3	*125.5	13.4	*134.0	*144.1	84.8	82.8	79.0	56.9	108.7	13.2	124.6	144.5	237.8	170.0	197.2	151.2	253.2	51.3	

* In connection with C. St. P. M. & O. Ry.

TABLE 2

Table Showing Mileages between Local Stations and Junctions on the Chicago & North-Western Railway

Index No.	STATIONS and MILEAGES BETWEEN	Miles From Chicago, Ill.	Miles From De Kalb, Ill.	Chicago Receiving Station for L. C. L. Shipments. (See Rule 2, page 8.)
1	Chicago.....Ill.	.....	58.3	State Street
	8.2			
2	†*Avenue..... "	8.2	50.1	
	0.4			
3	Oak Park..... "	8.6	49.7	
	1.15			
4	River Forest..... "	9.7	48.6	
	.65			
5	Maywood..... "	10.4	47.9	
	.91			
6	Melrose Park..... "	11.3	47.0	
	1.52			
7	Proviso..... "	12.8	45.5	
	2.97			
8	Elmhurst..... "	15.8	42.5	
	4.2			
9	Lombard..... "	20.0	38.3	
	2.5			
10	Glen Ellyn..... "	22.5	38.5	
	2.45			
11	Wheaton..... "	24.9	33.4	
	2.6			
12	Winfield..... "	27.5	30.8	
	2.5			
13	West Chicago (Turner)..... "	30.0	28.3	
	5.5			
14	Geneva..... "	35.5	22.8	
	5.1			
15	La Fox..... "	40.6	17.7	
	3.4			
16	Elburn..... "	44.0	14.3	
	6.6			
17	Maple Park..... "	50.6	7.7	
	4.8			
18	Cortland..... "	55.4	2.9	
	2.9			
19	De Kalb..... "	58.3	.....	

Index No.	STATIONS and MILEAGES BETWEEN	Miles From Chicago, Ill.	Miles From De Kalb, Ill.	Miles From Nelson, Ill.	Chicago Receiving Station for L. C. L. Shipments. (See Rule 2, page 8.)
25	De Kalb.....Ill.	58.3	.....	45.4	State Street
	6.0				
26	Malta..... "	64.3	6.0	39.4	
	5.4				
27	Creston..... "	69.7	11.4	34.0	
	5.1				
28	Rochelle..... "	74.8	16.5	28.9	
	4.2				
29	Flagg..... "	79.0	20.7	24.7	
	4.1				
30	Ashton..... "	83.1	24.8	20.6	
	4.3				
31	Franklin Grove..... "	87.4	29.1	16.3	
	4.9				
32	Nachusa..... "	92.3	34.0	11.4	
	5.0				
33	Dixon..... "	97.3	39.0	6.4	
	6.4				
34	Nelson..... "	103.7	45.4	.....	

Index No.	STATIONS and MILEAGES BETWEEN	Miles From Chicago, Ill.	Miles From Nelson, Ill.	Miles From Clinton, Iowa.	Chicago Receiving Station for L. C. L. Shipments. (See Rule 2, page 8.)
40	Nelson.....Ill.	103.7	.....	33.8	State Street
	5.2				
41	Sterling (Rock Falls)... "	108.9	5.2	28.6	
	3.4				
42	Galt..... "	112.3	8.6	25.2	
	1.9				
43	Rock Island Jct..... "	114.2	10.5	23.3	
	3.8				
44	Round Grove..... "	118.0	14.3	19.5	
	5.2				
45	Morrison..... "	123.2	19.5	14.3	
	3.8				
46	Union Grove..... "	127.0	23.3	10.5	
	7.4				
47	*Fulton Jct..... "	134.4	30.7	3.1	
	0.5				
48	Fulton..... "	134.9	31.2	2.6	
	2.6				
49	Clinton.....Iowa	137.5	33.8	.....	

Index No.	STATIONS and MILEAGES BETWEEN	Chicago, Ill.	West Chicago, Ill.	Fox River Switch, Ill.	Chicago Receiving Station for L. C. L. Shipments. (See Rule 2, page 8.)
55	West Chicago (Turner)..Ill.	30.0	.....	11.0	State Street
	5.3				
56	Wayne..... "	35.3	5.3	5.7	
	3.9				
57	South Elgin..... "	39.2	9.2	1.8	
	1.8				
58	§Fox River Switch..... "	41.0	11.0	.....	

Index No.	STATIONS and MILEAGES BETWEEN	Chicago, Ill.	Fox River Switch, Ill.	Belvidere, Ill.	Chicago Receiving Station for L. C. L. Shipments. (See Rule 2, page 8.)
65	§Fox River Switch.....Ill.	41.0	.....	37.2	State Street
	1.5				
66	Elgin..... "	42.5	1.5	35.7	
	7.5				
67	Gilberts..... "	50.0	9.0	28.2	
	5.0				
68	Huntley..... "	55.0	14.0	23.2	
	7.7				
69	Union..... "	62.7	21.7	15.5	
	3.4				
70	Marengo..... "	66.1	25.1	12.1	
	6.0				
71	Garden Prairie..... "	72.1	31.1	6.1	
	6.1				
72	Belvidere..... "	78.2	37.2	.....	

†No siding. Carload freight cannot be handled.
*No Agent. Charges must be prepaid.
§Not a station.

TABLE 1

Mileages between Junction Points in Minnesota. Also between Junction Points in Minnesota and First Junction Point in Adjacent States

BETWEEN / AND		Blue Earth, Minn.	Burt, Iowa	Butterfield, Minn.	Chatfield Jct., Minn.	Fairmont, Minn.	Fox Lake, Minn.	Kasota, Minn.	Mankato, Minn.	Mankato Jct., Minn.	Marshland, Wis.	New Ulm, Minn.	Plainview Jct., Minn.	Redwood Jct., Minn.	Sanborn, Minn.	Sioux Valley Jct., S.D.	Tracy, Minn.	Tyler, Minn.	Wabasso, Minn.	Watertown, S. D.	Winona, Minn.	Zumbrota Jct., Minn.
Blue Earth	Minn.																					
Burt	Iowa	* 32.3																				
Butterfield	Minn.	49.4	66.7																			
Chatfield Jct.	"	*142.2	*174.7	*138.9																		
Fairmont	"	18.9	* 51.2	30.5	*147.4																	
Fox Lake	"	29.0	46.3	20.4	*157.5	* 10.1																
Kasota	"	* 54.7	* 87.0	* 51.2	98.2	* 59.7	* 69.8															
Mankato	"	* 46.2	* 78.5	* 42.7	96.2	* 51.2	* 61.3	*8.5														
Mankato Jct.	"	* 50.0	* 82.3	* 46.5	92.4	* 55.0	* 65.1	5.8	3.8													
Marshland	Wis.	*185.9	*218.2	*182.4	43.5	*190.9	201.0	141.7	139.7	135.9												
New Ulm	Minn.	* 72.1	*104.4	* 61.8	122.1	* 77.1	82.2	31.5	25.9	29.7	165.6											
Plainview Jct.	"	*142.4	*174.5	*138.7	0.2	*147.2	*157.3	98.0	96.0	92.2	43.7	121.9										
Redwood Jct.	"	* 88.0	112.6	45.9	138.0	76.4	66.3	47.4	41.8	45.6	181.5	15.9	137.8									
Sanborn	"	75.4	92.7	26.0	157.9	56.5	46.4	67.3	61.7	65.5	201.4	35.8	157.7	19.9								
Sioux Valley Jct.	S. D.	168.7	186.0	119.3	251.2	149.8	139.7	160.6	155.0	158.8	294.7	129.1	251.0	113.2	93.3							
Tracy	Minn.	100.9	118.2	51.5	183.4	82.0	71.9	92.8	87.2	91.0	226.9	61.3	183.2	45.4	25.5	67.8						
Tyler	"	128.1	145.4	78.7	210.6	109.2	99.1	120.0	114.4	118.2	254.1	88.5	210.4	72.6	52.7	40.6	27.2					
Wabasso	"	90.1	107.4	40.7	164.6	71.2	61.1	74.0	68.4	72.2	208.1	42.5	164.4	26.6	14.7	108.0	40.2	67.4				
Watertown	S. D.	192.1	209.4	142.7	266.6	173.2	163.1	176.0	170.4	174.2	310.1	144.5	266.4	128.6	116.7	44.3	92.6	84.9	102.0			
Winona	Minn.	*180.3	*212.6	*176.8	37.9	*185.3	*195.4	136.1	134.1	130.3	5.6	160.0	38.1	175.9	195.8	289.1	221.3	248.5	202.5	304.5		
Zumbrota Jct.		129.0	*161.3	*125.5	13.4	*134.0	*144.1	84.8	82.8	79.0	56.9	108.7	13.2	124.6	144.5	237.8	170.0	197.2	151.2	253.2	51.3	

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TABLE 2

Table Showing Mileages between Local Stations and Junctions on the Chicago & North-Western Railway

Index No.	Stations and Mileages between		Miles From Chicago, Ill.	Miles From De Kalb, Ill.	Chicago Freight Traffic Association Rule 1 (See Rule 1, page 1)
1	Chicago	Ill.		58.3	State Street
	6.2				
2	*Avenue	*	6.2	58.1	
	6.4				
3	Oak Park	*	5.8	49.7	
	1.13				
4	River Forest	*	8.7	48.6	
	.65				
5	Maywood	*	10.4	47.9	
	.91				
6	Melrose Park	*	11.3	47.0	
	1.53				
7	Proviso	*	12.8	45.5	
	2.97				
8	Elmhurst	*	15.8	42.5	
	4.3				
9	Lombard	*	20.0	38.2	
	2.5				
10	Glen Ellyn	*	22.5	35.8	
	2.43				
11	Wheaton	*	24.9	33.4	
	2.6				
12	Winfield	*	27.5	30.8	
	2.5				
13	West Chicago (Turner)	*	30.0	28.3	
	5.5				
14	Geneva	*	35.5	22.8	
	5.1				
15	La Fox	*	40.6	17.7	
	3.4				
16	Elburn	*	44.0	14.3	
	6.6				
17	Maple Park	*	50.6	7.7	
	4.8				
18	Cortland	*	55.4	2.9	
	2.9				
19	De Kalb	*	58.3		

Index No.	Stations and Mileages between		Miles From Chicago, Ill.	Miles From De Kalb, Ill.	Miles From Nelson, Ill.	Chicago Freight Traffic Association Rule 1 (See Rule 1, page 1)
20	De Kalb	Ill.	58.3		45.4	State Street
	6.0					
26	Malta	*	64.3	6.0	39.4	
	5.4					
27	Creston	*	69.7	11.4	34.0	
	5.1					
28	Rochelle	*	74.8	16.5	28.9	
	4.2					
29	Flagg	*	79.0	20.7	24.7	
	4.1					
30	Ashton	*	83.1	24.8	20.6	
	4.3					
31	Franklin Grove	*	87.4	29.1	16.3	
	4.9					
32	Nachusa	*	92.3	34.0	11.4	
	5.0					
33	Dixon	*	97.3	39.0	6.4	
	6.4					
34	Nelson	*	103.7	45.4		

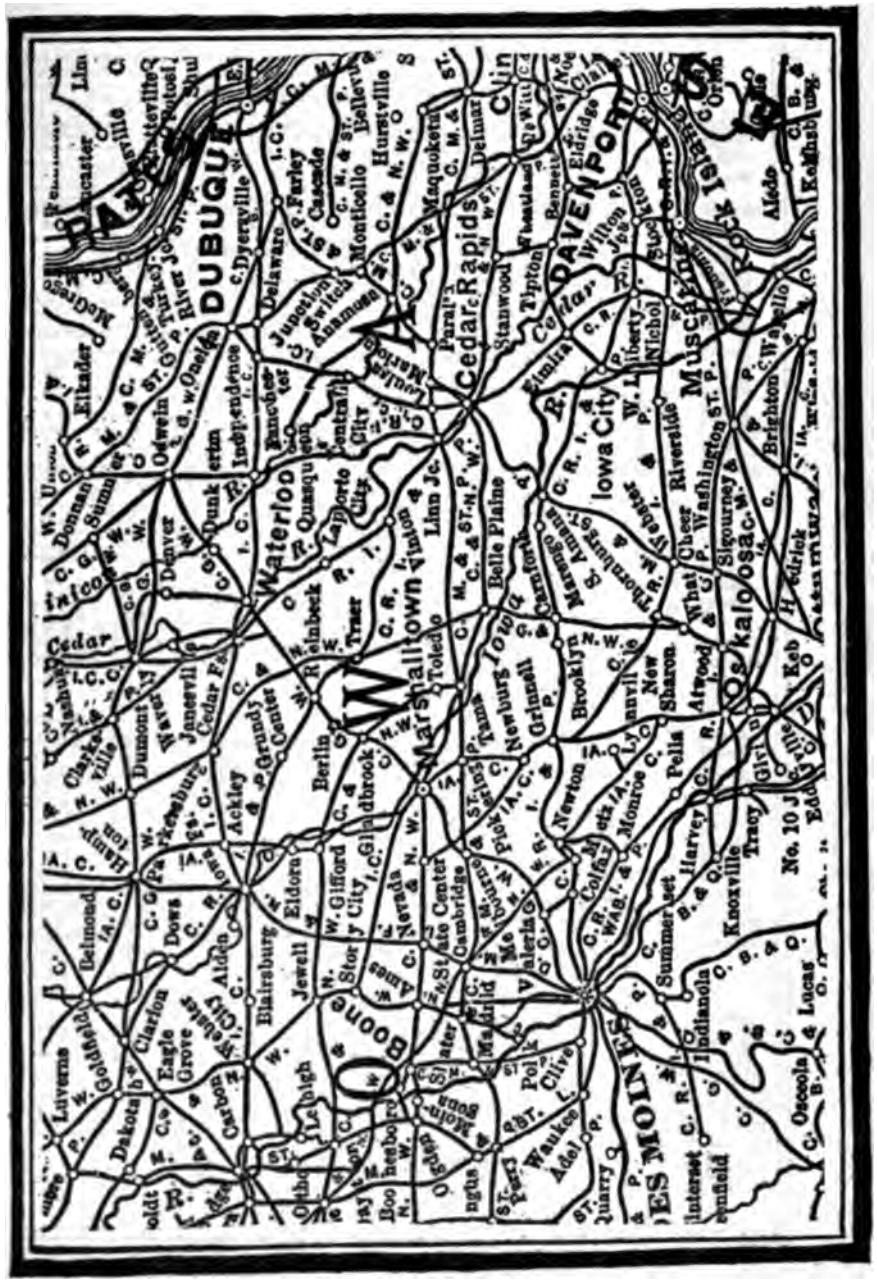
Index No.	Stations and Mileages between		Miles From Chicago, Ill.	Miles From Nelson, Ill.	Miles From Clinton, Iowa	Chicago Freight Traffic Association Rule 1 (See Rule 1, page 1)
40	Nelson	Ill.	103.7		32.5	State Street
	5.2					
41	Sterling (Rock Falls)	*	108.9	5.2	28.3	
	3.4					
42	Galt	*	112.3	8.6	25.2	
	1.9					
43	Rock Island Jct.	*	114.2	10.5	23.3	
	3.8					
44	Round Grove	*	118.0	14.3	19.5	
	3.2					
45	Morrison	*	121.2	19.5	16.3	
	3.8					
46	Union Grove	*	127.0	23.3	10.5	
	7.4					
47	*Fulton Jct.	*	134.4	30.7	3.1	
	0.5					
48	Fulton	*	134.9	31.2	2.6	
	2.6					
49	Clinton	Iowa	137.5	33.8		

Index No.	Stations and Mileages between		Chicago, Ill.	West Chicago, Ill.	Fox River Switch, Ill.	Chicago Freight Traffic Association Rule 1 (See Rule 1, page 1)
35	West Chicago (Turner)	Ill.	30.0		11.0	State Street
	3.2					
36	Wayne	*	33.2	3.2	8.7	
	3.9					
37	South Elgin	*	37.1	7.1	4.8	
	7.8					
38	§Fox River Switch	*	41.0	11.0		

Index No.	Stations and Mileages between		Chicago, Ill.	Fox River Switch, Ill.	Belvidere, Ill.	Chicago Freight Traffic Association Rule 1 (See Rule 1, page 1)
63	§Fox River Switch	Ill.	41.0		37.2	State Street
	1.5					
64	Elgin	*	42.5	1.5	35.7	
	7.5					
67	Gilberts	*	50.0	9.0	28.2	
	5.0					
68	Huntley	*	55.0	14.0	23.2	
	7.7					
69	Union	*	62.7	21.7	15.5	
	3.4					
70	Marengo	*	66.1	25.1	12.1	
	6.0					
71	Garden Prairie	*	72.1	31.1	6.1	
	6.1					
72	Belvidere	*	78.2	37.2		

†No siding. Carload freight cannot be handled.
*No Agent. Charges must be prepaid.

§Not a station.


DUBUQUE
DAVENPORT
Cedar Rapids
Iowa City
Waterloo
Marshalltown
Boone
Des Moines
Muscatine
Oskaloosa
Cedar

inspection of the map is made and the most direct routes are selected after the manner indicated in the map on page 12; then from the mileage tables the distance from junction point to junction point is determined, and from computations based on these combinations the short-line distance is evolved.

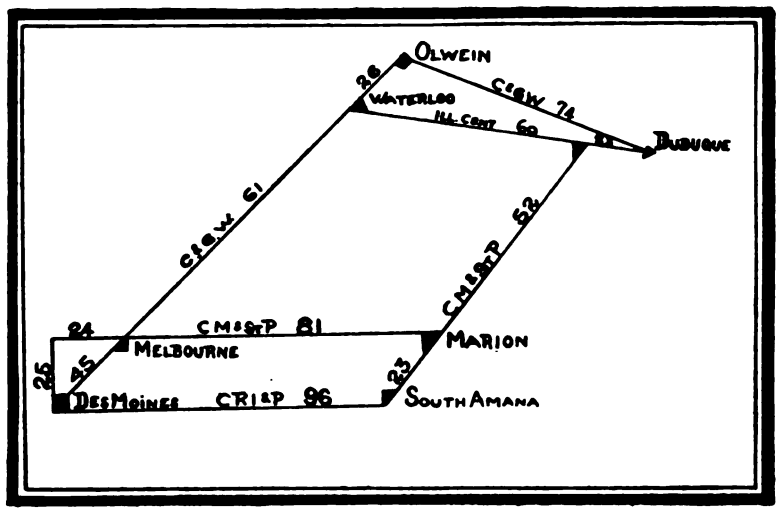


DIAGRAM 1

The distance in this instance (Diagram 1) figures or makes by way of the Illinois Central from Dubuque to Waterloo; thence via the Chicago Great Western to destination. Generally speaking, the greater the distance involved the greater the number of lines to be considered and, consequently, the more difficult the task.

(b) Joint Rates

A number of the states do not provide for the establishment of joint rates, that is, rates applying from a

station on one line to a station on another. In such instances the carriers make the rates on single-line combinations. Under this plan, for example, taking the preceding diagram as an illustration, the rate to Des Moines from Dubuque would be made by combining the rate from Dubuque to Waterloo with the rate from Waterloo to Des Moines,

Classes		1	2	3	4	5	A	B	C	D	E
Dubuque to Waterloo	(83 mi.)	22.8	19.4	15.2	11.4	8	8.4	8	6.8	5.7	4.6
Waterloo to Des Moines	(106 mi.)	25.6	21.4	16.7	12.7	9	9.7	8.9	7.6	6.3	5.1
Joint rates	(189 mi.)	48.4	40.8	31.9	24.1	17	18.1	16.9	14.4	12	9.7

which would be materially higher than were the distance for the continuous mileage employed, i. e., 189 miles—38.4, 29.2, 22.3, 17.9, 13.6, 15.2, 12.5, 10.7, 9.1, 7.7. It should not be understood that this is the Iowa rule, for this state has an adjustment with respect to joint rates, which will be subsequently discussed. The example given is for the illustration of the principle stated.

CHAPTER II

INTRASTATE RATES—Continued

1. Iowa

Of the many states lying west of the Mississippi River, Iowa has been one of the most active in the matter of railroad regulation. The control is vested in the State Board of Railroad Commissioners, who are authorized to establish such rates for the transportation of property and such rules in connection therewith as shall seem to them just and reasonable.

The existing rates are carried in the Iowa Classification, the scale appearing in Table 4 showing the class rates from the issue, which became effective May 1, 1913. From this table it will be observed that the rates are on a gradually ascending scale based on 5-mile rates of progression from 5 to 200 miles inclusive and on 10-mile rates of progression from 200 to 500 miles.

As to the class divisions, they are numbered and lettered in the same order as provided in the Western Classification. The rates, however, are not governed by the Western Classification but by the rules of the Iowa Classification. The rules of this classification vary considerably from those in the Western Classification, as the specific ratings on many articles, both in carload and less-than-carload quantities, are often different from those in the Western Classification.

The perpetuation of the same class divisions in the Iowa and Western classifications permits of a ready assimilation of the Iowa Classification to tariffs containing rates that are governed by the Western Classification in the construction of interstate rates where no other rates are in effect (where the articles or commodities are classified the same in both publications).

In connection with the application of this scale of class rates, it is necessary for the carriers to publish official schedules indicating the distance between various stations on their lines within the state. The rate for the corresponding distance or, if the distance is not shown, for the next greater distance, is applied (Table 4).

TABLE 4

IOWA DISTANCE TARIFF, CLASS RATES[1]

Miles	Merchandise In Cents per 100 Pounds					Carload Classes In Cents per 100 Pounds				
	Classes[2]									
	1	2	3	4	5	A	B	C	D	E
5	14	11.9	9.3	7	4.9	5	4.9	4.2	3.5	2.8
10	14.8	12.6	10.1	7.4	5.2	5.3	5.3	4.4	3.7	3
15	15.6	13.3	10.4	7.8	5.4	5.6	5.4	4.7	3.9	3.1
20	16.4	13.9	10.9	8.2	5.7	5.8	5.7	4.9	4.1	3.2
25	17	14.5	11.3	8.5	5.9	6	5.9	5.1	4.2	3.4
30	17.6	15	11.7	8.8	6.2	6.2	6.2	5.3	4.4	3.5
35	18.2	15.5	12.1	9.1	6.4	6.4	6.4	5.5	4.5	3.6
40	18.8	16	12.5	9.4	6.6	6.6	6.6	5.6	4.7	3.8
45	19.4	16.5	13	9.7	6.8	6.8	6.8	5.8	4.9	3.9
50	20	17	13.3	10	7	7	7	6	5	4
55	20.4	17.3	13.6	10.2	7.1	7.2	7.1	6.1	5.1	4.1
60	20.8	17.7	13.9	10.4	7.3	7.4	7.3	6.2	5.2	4.2
65	21.2	18	14.1	10.6	7.4	7.6	7.4	6.4	5.3	4.3
70	21.6	18.4	14.4	10.8	7.6	7.8	7.6	6.5	5.4	4.3

[1] When rates are not shown in this table for the exact distance, the rates given for the next greater distance will prevail.

[2] Governed by the Iowa Classification.

TABLE 4—Continued

Miles	Merchandise In Cents per 100 Pounds					Carload Classes In Cents per 100 Pounds				
	Classes									
	1	2	3	4	5	A	B	C	D	E
75	22	18.7	14.7	11	7.7	8	7.7	6.6	5.5	4.4
80	22.4	19	14.9	11.2	7.8	8.2	7.8	6.7	5.6	4.5
85	22.8	19.4	15.2	11.4	8	8.4	8	6.8	5.7	4.6
90	23.2	19.7	15.5	11.6	8.1	8.6	8.1	7	5.8	4.6
95	23.6	20	15.7	11.8	8.3	8.8	8.2	7.1	5.9	4.7
100	24	20.4	16	12	8.4	9	8.4	7.2	6	4.8
105	24.8	20.9	16.3	12.3	8.7	9.4	8.6	7.4	6.2	5
110	25.6	21.4	16.7	12.7	9	9.7	8.9	7.6	6.3	5.1
115	26.4	21.9	17	13	9.3	10	9.1	7.8	6.5	5.3
120	27.2	22.4	17.4	13.3	9.6	10.4	9.3	8	6.7	5.4
125	28	22.8	17.8	13.6	9.8	10.8	9.5	8.2	6.8	5.6
130	28.8	23.3	18.1	14	10.1	11.1	9.8	8.4	7	5.7
135	29.6	23.8	18.5	14.3	10.4	11.4	10	8.6	7.2	5.9
140	30.4	24.3	18.8	14.6	10.7	11.8	10.2	8.8	7.4	6.1
145	31.2	24.8	19.2	15	11	12.2	10.4	9	7.5	6.2
150	32	25.3	19.5	15.3	11.3	12.5	10.7	9.2	7.7	6.4
155	32.8	25.8	19.9	15.6	11.6	12.8	10.9	9.4	7.9	6.6
160	33.6	26.3	20.2	16	11.9	13.2	11.2	9.6	8	6.7
165	34.4	26.8	20.6	16.3	12.2	13.5	11.4	9.8	8.2	6.9
170	35.2	27.3	20.9	16.6	12.5	13.9	11.6	10	8.4	7
175	36	27.7	21.3	17	12.7	14.2	11.8	10.2	8.5	7.2
180	36.8	28.2	21.6	17.3	13	14.5	12.1	10.3	8.7	7.4
185	37.6	28.7	21.9	17.6	13.3	14.9	12.3	10.5	8.9	7.5
190	38.4	29.2	22.3	17.9	13.6	15.2	12.5	10.7	9.1	7.7
195	39.2	29.7	22.7	18.3	13.9	15.5	12.8	10.9	9.2	7.8
200	40	30.2	23	18.6	14.2	15.9	13	11.1	9.4	8
210	41.6	31.2	23.7	19.2	14.8	16.6	13.5	11.5	9.7	8.3
220	43.2	32.2	24.4	19.9	15.4	17.2	13.9	11.9	10	8.6
230	44.8	33.1	25.1	20.5	15.9	17.9	14.4	12.3	10.4	8.9
240	46.4	34.1	25.8	21.2	16.5	18.5	14.8	12.7	10.7	9.2
250	48	35.1	26.5	21.8	17.1	19.2	15.2	13	11	9.5
260	49.6	36.1	27.2	22.4	17.7	19.9	15.7	13.4	11.3	9.8
270	51.2	37	27.9	23.1	18.3	20.5	16.2	13.8	11.6	10.1

TABLE 4—Continued

Miles	Merchandise In Cents per 100 Pounds					Carload Classes In Cents per 100 Pounds				
	Classes									
	1	2	3	4	5	A	B	C	D	E
280.....	52.8	38.4	28.6	23.7	18.8	21.2	16.6	14.2	12	10.4
290.....	54.4	39	29.3	24.4	19.4	21.8	17	14.6	12.3	10.7
300.....	56	40	30	25	20	22.5	17.5	15	12.5	11
310.....	56.5	40.5	30.5	25.5	20.5	23	18	15.5	13	11.5
320.....	57	41	31	26	21	23.5	18.5	16	13.5	12
330.....	57.5	41.5	31.5	26.5	21.5	24	19	16.5	14	12.5
340.....	58	42	32	27	22	24.5	19.5	17	14.5	13
350.....	58.5	42.5	32.5	27.5	22.5	25	20	17.5	15	13.5
360.....	59	43	33	28	23	25.5	20.5	18	15.5	14
370.....	59.5	43.5	33.5	28.5	23.5	26	21	18.5	16	14.5
380.....	60	44	34	29	24	26.5	21.5	19	16.5	15
390.....	60.5	44.5	34.5	29.5	24.5	27	22	19.5	17	15.5
400.....	61	45	35	30	25	27.5	22.5	20	17.5	16
410.....	61.5	45.5	35.5	30.5	25.5	28	23	20.5	18	16.5
420.....	62	46	36	31	26	28.5	23.5	21	18.5	17
430.....	62.5	46.5	36.5	31.5	26.5	29	24	21.5	19	17.5
440.....	63	47	37	32	27	29.5	24.5	22	19.5	18
450.....	63.5	47.5	37.5	32.5	27.5	30	25	22.5	20	18.5
460.....	64	48	38	33	28	30.5	25.5	23	20.5	19
470.....	64.5	48.5	38.5	33.5	28.5	31	26	23.5	21	19.5
480.....	65	49	39	34	29	31.5	26.5	24	21.5	20
490.....	65.5	49.5	39.5	34.5	29.5	32	27	24.5	22	20.5
500.....	66	50	40	35	30	32.5	27.5	25	22.5	21

A comparison of these rates with the class rates applicable in other adjacent states will develop many differences which are particularly difficult to harmonize in the establishment of interstate rates, as will be subsequently shown in the section of this work devoted to that subject.

The unification of classification and of rate-making methods among the states has many advocates, who

point out, as an example, that transportation conditions in southern Iowa do not differ materially from those in northern Missouri and that consequently the same scale of rates should be observed in both states. It is felt by many prominent traffic men that when the states themselves get together on this question and unify their requirements, that so far as common carriers are concerned the rate structure in this territory will rest on a scientific basis rather than on the "rule of thumb" that obtains at the present time.

(a) Commodity Rates

In addition to the class rates set forth in Table 4, numerous commodity rates have been prescribed by the board: Representative rates are provided for such articles as agricultural implements, brick, cement, coal, lumber, grain, grain products, live stock, paper, and stone; some twenty odd groups of commodities being treated in this manner.

(b) Joint Rates

With respect to traffic moving from a point on one line over one or more lines to a point on another line, certain rules have been established by the Board relative to the construction of rates, the present rules reading as follows:

1. The freight charge on a shipment of freight passing over two or more railroads within this state shall be eighty (80) per cent of the sum of the local charges for the distance each railroad hauls the freight.

Example:

. . . Railway, 50 miles at Class E rate,	4 cents
. . . Railway, 75 miles at Class E rate,	4.4 cents
Total	8.4 cents

Eighty per cent of 8.4 cents, the sum of the two locals, would be 6.72 cents, the joint rate.

2. Railroad companies shall absorb all transfer charges on carload lots, except at junction points where the carrying lines do not have track connections and it is necessary to deliver cars to an intermediate carrier to make the transfer, in such cases the actual cost of the intermediate switching service may be added to the through charge.

3. In case the application of the eighty (80) per cent rule would make the rate less than the continuous mileage rate, then the continuous mileage rate shall be the joint rate.

Example:

Distance	First-Class Rate
5 miles	14 cents
320 miles	57 cents
Total	71 cents

Eighty per cent of 71 cents, the sum of the two locals, is 56.8 cents, while the continuous mileage rate for 325 miles (330) would be 57.5 cents, therefore the continuous mileage rate would be the joint rate.

4. The above joint rate shall not apply on distances less than 25 miles; and in such cases the joint rate shall be eighty (80) per cent of the local charges for 10- and 15-mile hauls, the transfer charges on carloads to be absorbed by the railroad companies.

Example: For combined distance less than 25 miles the following joint rates will govern Class A roads:

	Class Rates in Cents per 100 Pounds									
Classes	1	2	3	4	5	A	B	C	D	E
Rates	24.3	20.7	16.4	12.2	8.5	8.7	8.5	7.3	6.1	4.9

(c) Minimum Charge

The minimum charge on a single shipment shall be twenty-five (25) cents.

2. Michigan

The great bulk of traffic of the Northern Peninsula of the State of Michigan is accounted for by various kinds of ore, timber, and coal, which move on commodity rates.

Owing to the fact that the district is rather sparsely settled, the rates for transportation traffic are on a somewhat higher basis than prevails in the lower peninsula. The rates in the lower peninsula are treated in the section on rate construction in Official Classification Territory.

Sault Sainte Marie and the Straits of Mackinac mark the terminal of a number of lines whose operations for the most part are in Western Classification Territory; consequently it is found that many rates in this territory and in the Northern Peninsula are governed by the Western Classification.

TABLE 44

CLASS RATES BETWEEN SAULT SAINTE MARIE, MICH., AND PORTS BEYOND

Rates	Between Sault Sainte Marie and	Rates in Cents per 100 Pounds									
		Classes									
		1	2	3	4	5	6	7	8	9	10
[illegible]	Brooklyn	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Wakefield	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Bessemer	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Ironwood	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Iron Junction	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Sage	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Sagola	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Hancock	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Ironton	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Marquette	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Humboldt	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Negaunee	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Boyne	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Detroit	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible] D. S. S. & A. Ry., I. C. C. No. [illegible]
[illegible] Governed by the Western Classification.

A representative line of class rates pertaining to this territory is represented in Table 44, and it will be observed from this scale that as distance increases the rates are blanketed over a rather large area. The Sault

Sainte Marie-Duluth scale is the same as the Chicago-St. Paul scale and is designed to equalize competition through the Northern gateway with that by way of Chicago.

(a) Minimum Charges

In the Northern Peninsula of Michigan the minimum charge is assessed in conformity with the provisions of the Western Classification.

CHAPTER III

INTRASTATE RATES—Continued

1. Minnesota

In the many rate cases that are being handled at the present time by federal and state commissions, frequent reference is made to the Supreme Court decisions in the so-called "Minnesota Rate Cases."

These cases were based on a scale of rates on both classified and commodity traffic, announced by the Railroad Commission of the state of Minnesota. The stockholders of some of the Minnesota carriers secured an injunction restraining the board from making these rates operative within the state, alleging them to be unduly confiscatory and prejudicial to the interest and development of the carriers.

The lower courts sustained this contention and set aside the rates prescribed by the board.

The issue, however, was appealed to the Supreme Court of the United States, and that body in reversing the order of the lower courts disproved certain factors introduced as evidence in the lower courts as proof of the unreasonableness of the rates.

(a) Class Rates

The class rates applicable on intrastate traffic between points in Minnesota are reproduced in Table 5; this

schedule is such that the rates for each class for any distance bear such an exact relation to each other rate that given one rate out of the schedule, any other rate could be ascertained by mathematical calculation and without reference to the schedule itself.

TABLE 5

MINNESOTA INTRASTATE CLASS RATES

Miles	Rates in Cents per 100 Pounds									
	Classes[1]									
	1	2	3	4	5	A	B	C	D	E
5	12.00	10.00	8.00	6.00	4.80	5.40	4.20	3.60	3.00	2.40
10	12.98	10.82	8.65	6.49	5.19	5.84	4.55	3.89	3.25	2.60
15	13.96	11.63	9.31	6.98	5.58	6.28	4.89	4.19	3.49	2.80
20	14.94	12.45	9.96	7.47	5.98	6.72	5.23	4.48	3.74	2.99
25	15.92	13.27	10.61	7.96	6.37	7.16	5.57	4.78	3.98	3.18
30	16.90	14.08	11.27	8.45	6.76	7.61	5.92	5.07	4.23	3.38
35	17.88	14.90	11.92	8.94	7.15	8.05	6.26	5.35	4.47	3.58
40	18.86	15.72	12.57	9.43	7.54	8.49	6.70	5.66	4.72	3.77
45	19.84	16.53	13.22	9.92	7.94	8.93	6.94	5.95	4.96	3.97
50	20.82	17.35	13.88	10.41	8.33	9.37	7.29	6.25	5.21	4.16
55	21.80	18.17	14.53	10.90	8.72	9.81	7.63	6.54	5.45	4.36
60	22.78	18.98	15.19	11.39	9.11	10.25	7.97	6.83	5.70	4.56
65	23.76	19.80	15.84	11.88	9.50	10.69	8.32	7.13	5.94	4.75
70	24.74	20.62	16.49	12.37	9.90	11.13	8.66	7.42	6.19	4.95
75	25.72	21.43	17.14	12.86	10.29	11.58	9.01	7.72	6.43	5.14
80	26.70	22.25	17.80	13.35	10.68	12.02	9.35	8.01	6.68	5.34
85	27.68	23.07	18.45	13.84	11.07	12.46	9.69	8.30	6.92	5.54
90	28.66	23.88	19.10	14.33	11.46	12.90	10.03	8.60	7.17	5.73
95	29.64	24.70	19.76	14.82	11.86	13.34	10.37	8.89	7.41	5.93
100	30.62	25.52	20.41	15.31	12.25	13.78	10.72	9.19	7.66	6.12
105	31.60	26.33	21.06	15.80	12.64	14.22	11.06	9.48	7.90	6.32
110	32.58	27.16	21.72	16.29	13.03	14.66	11.40	9.77	8.15	6.52
115	33.56	27.97	22.37	16.78	13.42	15.10	11.75	10.07	8.39	6.71
120	34.54	28.78	23.02	17.27	13.82	15.54	12.09	10.36	8.64	6.91
125	35.52	29.60	23.68	17.76	14.21	15.98	12.43	10.66	8.88	7.10
130	36.50	30.42	24.33	18.25	14.60	16.43	12.78	10.95	9.13	7.30
135	37.48	31.23	24.98	18.74	14.99	16.87	13.12	11.24	9.37	7.50
140	38.46	32.05	25.64	19.23	15.38	17.31	13.46	11.54	9.62	7.69

[1] Governed by the Western Classification.

TABLE 5—Continued

Miles	Rates in Cents per 100 Pounds									
	Classes									
	1	2	3	4	5	A	B	C	D	E
145	39.44	32.87	26.29	19.72	15.78	17.75	13.80	11.83	9.86	7.89
150	40.42	33.68	26.94	20.21	16.17	18.19	14.15	12.13	10.11	8.08
155	41.40	34.50	27.60	20.70	16.56	18.63	14.49	12.42	10.35	8.28
160	42.38	35.32	28.25	21.19	16.95	19.07	14.83	12.71	10.60	8.48
165	43.36	36.13	28.90	21.68	17.34	19.51	15.18	13.01	10.84	8.67
170	44.34	36.95	29.56	22.17	17.74	19.95	15.52	13.30	11.09	8.87
175	45.32	37.77	30.21	22.66	18.13	20.39	15.86	13.60	11.33	9.06
180	46.30	38.58	30.86	23.15	18.52	20.84	16.21	13.89	11.58	9.26
185	47.28	39.40	31.52	23.64	18.91	21.28	16.55	14.18	11.82	9.46
190	48.26	40.22	32.17	24.13	19.30	21.72	16.89	14.48	12.07	9.65
195	49.24	41.03	32.82	24.62	19.70	22.16	17.23	14.77	12.31	9.85
200	50.22	41.85	33.48	25.11	20.09	22.60	17.58	15.07	12.56	10.00
210	51.20	42.66	34.13	25.60	20.48	23.04	17.92	15.36	12.80	10.24
220	52.18	43.48	34.78	26.09	20.87	23.48	18.26	15.65	13.05	10.43
230	53.16	44.30	35.44	26.58	21.26	23.92	18.61	15.95	13.29	10.63
240	54.14	45.11	36.09	27.07	21.66	24.36	18.95	16.24	13.54	10.83
250	55.12	45.93	36.74	27.56	22.05	24.80	19.29	16.54	13.78	11.00
260	56.10	46.75	37.40	28.05	22.40	25.25	19.64	16.83	14.03	11.22
270	57.08	47.56	38.05	28.54	22.83	25.69	19.98	17.12	14.27	11.42
280	58.06	48.38	38.70	29.03	23.22	26.13	20.32	17.41	14.52	11.62
290	59.04	49.20	39.36	29.52	23.62	26.57	20.66	17.71	14.76	11.80
300	60.02	50.01	40.01	30.01	24.01	27.01	21.01	18.01	15.01	12.00
310	61.00	50.83	40.66	30.50	24.40	27.45	21.35	18.30	15.25	12.20
320	61.98	51.65	41.32	30.99	24.79	27.89	21.69	18.59	15.50	12.40
330	62.96	53.46	41.97	31.48	25.18	28.23	22.04	18.89	15.74	12.59
340	63.94	53.28	42.62	31.97	25.58	28.77	22.37	19.18	15.99	12.79
350	64.92	54.10	43.28	32.46	25.97	29.21	22.72	19.48	16.23	12.98
360	65.90	54.91	43.93	32.95	26.36	29.66	23.07	19.78	16.48	13.18
370	66.88	55.73	44.58	33.44	26.75	30.10	23.41	20.06	16.72	13.38
380	67.86	56.55	45.24	33.93	27.14	30.54	23.75	20.36	16.97	13.57
390	68.84	57.36	45.89	34.42	27.54	30.98	24.19	20.65	17.21	13.77
400	69.82	58.18	46.54	34.91	27.93	31.32	24.44	20.95	17.46	13.96

The following illustrates the procedure employed in establishing this schedule: For first-class merchandise an allowance of 11.02 cents per hundredweight is made for terminal charges, and for each 5 miles or fraction

thereof up to 200 miles .98 of a cent for haulage charge, so that for a distance of 5 miles, the rate is 12 cents per hundredweight; for 10 miles, 12.98 cents per hundredweight; and for 200 miles, 50.22 cents per hundredweight.

After a distance of 200 miles is reached, .98 of a cent is allowed for 100 pounds as a haulage charge for each 10 miles or fraction thereof up to 400 miles, so that the rate for 200 miles being 50.22 cents per hundredweight, the rate for 210 miles is 51.20 cents per hundredweight; for 220 miles, 52.18 cents per hundredweight; and for 400 miles, 69.82 cents per hundredweight.

After a distance of 400 miles is reached, .98 of a cent per hundredweight is allowed as a haulage charge for each 20 miles or fraction thereof up to 500 miles, so that the rates for 400 miles being 69.82 cents per hundredweight, the rate for 420 miles is 70.80 cents per hundredweight, and the rate for 500 miles is 74.72 per hundredweight.

Class Relationship.—There are ten classes of merchandise provided for in this scale. These class divisions correspond with the Western Classification by which these rates are governed with certain modifications announced by the commission of the state.

The rates for classes other than first class are a fixed per cent of the corresponding rates for the first class. Those for second class are 83 1/3 per cent of first class; third class, 66 2/3 per cent; fourth class, 50 per cent; fifth class, 40 per cent; Class A, 45 per cent; Class B, 35 per cent; Class C, 30 per cent; Class D, 25 per cent; Class E, 20 per cent.

The rates thus prescribed are maximum terminal rates and may be increased by 5 per cent for shipments

between stations, neither of which is a terminal or a distributing station.[1]

Disposition of Fractions.—Under the foregoing, in preparing a schedule of merchandise rates, fractions of a mill one to five are to be dropped; six to nine, to be called one.

Joint Rates.—Rule 1.—Joint rates for less-than-carload shipments shall be made on basis of 90 per cent of the sum of the local rates plus the actual drayage charge paid at all transfer points when such charges are published in regular tariffs.

Rule 2.—Joint through rates for carload shipments shall be made upon the basis hereinafter established, and they shall apply via the shortest available route where there are track connections. Railroad companies shall absorb all transfer charges.

(a) Class and commodity schedules herein mentioned are those which were prescribed by the commission as set forth in Tables 5 and 6.

(b) Joint through rates for fifth class and classes A, B, C, D, E, and for Commodity Schedules 13, 14, 15, 17, 18, 19, 20, 21, 24, 28, 29, 30, 31, 32, 33, 34, 35, and 36 shall be made upon basis of 85 per cent of the sum of the local rates and shall apply through all junction points within the state.

(c) Joint through rates for Commodity Schedules 11 and 12 shall be made up on the basis of 85 per cent of the local rates and shall apply through all junction points except in the two cases following: (1) When the shipment moves through Minneapolis or Minnesota Transfer or St. Paul to Duluth or through Duluth to

[1] Twenty-Seventh Annual Report of Minnesota and Warehouse Commission (1911).

Minneapolis or Minnesota Transfer or St. Paul, the joint rate shall be made the local "in" plus an arbitrary of 5 cents per hundredweight; and (2) when the shipment moves from Duluth through Minneapolis or Minnesota Transfer or St. Paul, to any point in the state, or from Minneapolis or Minnesota Transfer or St. Paul through Duluth, to any point in the state, the joint rate shall be an arbitrary of 5 cents per hundredweight plus the local "out" from Minneapolis, Minnesota Transfer, St. Paul, or Duluth to destination.

(d) Joint through rates for Commodity Schedules 22 and 23 shall be made up on the basis of the joint rates which were in effect on December 31, 1913, subject to the provision that in no case shall such joint rates be higher than the sum of the local rates promulgated by the Commission, via the nearest junction point.

(e) Joint through rates for Commodity Schedules 25, 26, and 27 shall be made up on the basis of the divisional arbitraries which were applied December 31, 1913, for all shipments moving from producing points (Minneapolis is not to be considered as a producing point) through Duluth, St. Paul, Minneapolis, or Minnesota Transfer, whether the movement to such junction point is over one or more lines, plus the local rates charged by the delivering line or lines; and joint through rates for said commodities from producing points to St. Paul, Minneapolis, or Minnesota Transfer shall be made up on the basis of the rates between said points which were applied December 31, 1913, but carriers shall not be required to publish a rate which is less than the single-line rate for the same distance; and joint rates for shipments moving through junction points other than above named shall be made on basis of 85 per cent of the

rates charged by the originating line from producing point plus the local rates charged by the connecting line or lines.

(f) Commodity Schedule 16 shall be exempt from the application of joint rates.

Exceptions.—(a) Joint rates on Commodity Schedules 11, 12, 17, 18, and 19 moving over the lines of the Chicago, St. Paul, Minneapolis & Omaha Railway and Chicago & North-Western Railway shall be made up on the basis of an arbitrary of one cent over the continuous mileage rate established by the commission for Class A railroads, as shown in Table 6.

(b) Joint rates on all freight in carloads and less-than-carload lots moving over the Chicago Great Western Railroad or the Minneapolis & St. Louis Railroad shall be applied to the rates now in effect upon said lines instead of the rates fixed by the commission for Class A railroads as indicated in Tables 5 and 6. This rule is to continue until it shall have been determined whether said Class A railroad rates are reasonable for such roads.

(c) The following Class B and Class C roads shall be and the same are hereby exempted from the application of said rules because, in the opinion of the commission, the earnings of such companies should not be further reduced:

Duluth & Northern Minnesota Railway.
Duluth & Northeastern Railroad.
Minneapolis & Rainy River Railway.
Minneapolis, Red Lake & Manitoba Railway.
Minnesota, Dakota & Western Railway.
Mississippi, Hill City & Western Railway.

Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company.

Minneapolis & Northern Railway.

Mesabi Railway.

Electric Short Line Railway.

Long and Short-Haul Observance.—Any railway company whose line connects the point of shipment with the point of destination but requires a longer haul than the joint haul over which a joint rate has been established, may charge the joint rate without affecting the charge upon any other part of its line, except the charge for a like kind of property must not be greater for a shorter than for a longer distance over its railroad, all of the shorter haul being included in the longer.

Minimum Rates.—Carriers shall not be required to publish a joint rate on carload or less-than-carload lots which is less than the rate fixed by the commission for a single-line mileage of the same distance.

Combination of Local Rates.—Carriers shall not be required to publish a joint rate which is less than the local rate to or from the junction point of either of the lines interested in the through haul.

Exemption of Switching Roads.—In no case shall these joint rules apply to traffic passing over two lines, one of which moves the traffic on a switching rate.

Where traffic moves over three lines, one of which moves on a switching rate, the rules shall apply only to the other two.

Minimum Charge.—The minimum charge on a single shipment is the charge for 100 pounds at the third-class rate, except when the movement is over two or more lines, in which event the minimum charge is 90 per cent of this amount, but in no case shall the charge be less than 25 cents for the entire movement.

Maximum Rates.—The percentages and arbitraries herein provided are for the making of maximum joint rates; carriers may, if they elect, publish joint rates on a lower basis.

Effective Dates.—Each carrier, not exempted by the general order, is required to establish joint rates in accordance with the various rules to apply through all points of connection within the state of Minnesota, to take effect Monday, the tenth day of September, A. D. 1914.

In connection with this scale of rates, every rate comprehends two terminal charges: the initial and final and a distance haulage charge. It is a fundamental principle of rate-making that a rate for a longer distance should be proportionately smaller than one for a shorter distance; that is to say, a rate for 500 miles should be less than twice the rate for 250 miles. If conditions of transportation be the same, because the rates for 250 miles include two terminal charges, and if the rates for 500 miles were twice the rate for 250 miles, it would manifestly include the equivalent of four terminal charges. Even if the haulage charge were the same per mile for a haul of 500 miles as for a haul of 250 miles, which is contrary to the generally accepted rule applied in rate-making, the rate per ton per mile for the 500 miles should be less than for the 250 miles, because in the one case the terminal charges would be spread over 500 miles and in the other over only 250 miles. It is one of the fundamental dogmas of rate-making that the haulage charge per mile shall not increase with increasing distance under substantially similar conditions.

This particular adjustment is worthy of serious consideration since it has had considerable influence on

rate-making methods employed in other states as will subsequently be shown.

(b) Commodity Rates

In addition to the regular class rates set forth in the preceding paragraphs of this chapter, the Minnesota Railroad Commission established specific rates on numerous commodities moving in considerable quantities between points within the state, these rates being set forth in Table 6.

TABLE 6

MINNESOTA INTRASTATE COMMODITY RATES

Miles	Groups[1]								
	11	12	13	14	15	16	17	18	19
5	2.7	2.7	3.6	3.6	2.0	3.6	4.7	4.4	4.9
10	3.3	2.9	3.9	3.9	2.1	3.7	5.2	5.0	5.5
15	3.8	3.6	4.2	4.2	2.3	3.8	6.0	5.5	6.3
20	4.4	4.0	4.5	4.5	2.4	3.9	6.5	6.3	6.8
25	4.6	4.2	4.8	4.8	2.6	4.0	7.2	6.7	7.6
30	4.8	4.4	5.1	5.1	2.7	4.1	7.9	7.4	8.3
35	5.0	4.7	5.4	5.4	2.9	4.2	8.6	7.9	9.0
40	5.2	4.8	5.7	5.7	3.0	4.7	9.2	8.6	9.7
45	5.4	5.0	6.0	6.0	3.2	5.1	9.8	9.2	10.3
50	5.7	5.2	6.3	6.3	3.3	5.6	10.5	9.8	11.0
55	5.9	5.4	6.5	6.5	3.5	5.9	10.7	10.0	11.3
60	6.1	5.6	6.8	6.8	3.6	6.3	10.9	10.2	11.5
65	6.3	5.8	7.1	7.1	3.7	6.7	11.2	10.5	11.8
70	6.5	6.1	7.4	7.4	3.9	7.1	11.4	10.7	12.0
75	6.7	6.3	7.7	7.7	4.0	7.5	11.7	10.9	12.3
80	7.0	6.5	8.0	7.9	4.1	7.9	11.9	11.1	12.5
85	7.2	6.6	8.3	8.0	4.3	8.3	12.1	11.3	12.7
90	7.4	6.8	8.6	8.2	4.4	8.7	12.4	11.5	13.0
95	7.6	7.0	8.9	8.4	4.5	9.1	12.6	11.8	13.3
100	7.8	7.3	9.2	8.5	4.6	9.5	12.8	12.0	13.5
105	7.9	7.3	9.5	8.7	4.8	9.8	13.0	12.2	13.7
110	8.1	7.3	9.8	8.9	4.9	10.1	13.2	12.4	13.9
115	8.2	7.6	10.1	9.0	5.0	10.4	13.6	12.6	14.3

[1] Governed by the Western Classification.

TABLE 6—Continued

Miles	Groups								
	11	12	13	14	15	16	17	18	19
120	8.2	7.6	10.4	9.2	5.1	10.8	13.8	12.8	14.5
125	8.3	7.7	10.7	9.3	5.2	11.1	14.0	13.0	14.7
130	8.4	7.8	10.9	9.5	5.3	11.5	14.2	13.3	14.9
135	8.5	7.8	11.1	9.7	5.4	11.8	14.5	13.5	15.3
140	8.5	7.9	11.3	9.8	5.5	12.1	14.8	13.7	15.5
145	8.6	8.0	11.5	10.0	5.6	12.5	14.9	13.9	15.7
150	8.7	8.0	11.7	10.2	5.7	12.8	15.1	14.2	15.9
155	8.8	8.1	11.8	10.3	5.8	13.1	15.4	14.4	16.2
160	8.8	8.2	12.0	10.5	6.0	13.5	15.6	14.6	16.4
165	9.0	8.3	12.2	10.6	6.1	13.8	15.9	14.8	16.7
170	9.0	8.3	12.3	10.8	6.2	14.1	16.1	15.0	16.9
175	9.1	8.5	12.4	11.0	6.3	14.4	16.3	15.3	17.2
180	9.1	8.5	12.5	11.1	6.4	14.8	16.5	15.5	17.4
185	9.3	8.6	12.6	11.3	6.5	15.1	16.7	15.7	17.6
190	9.4	8.7	12.7	11.5	6.6	15.4	17.0	15.9	17.9
195	9.5	8.7	12.9	11.6	6.7	15.8	17.3	16.1	18.2
200	9.6	8.8	13.0	11.8	6.8	16.1	17.5	16.3	18.4
210	9.7	8.9	13.2	11.9	7.1	16.6	17.7	16.6	18.6
220	9.8	9.0	13.3	12.1	7.2	17.1	17.9	16.8	18.8
230	9.9	9.1	13.5	12.3	7.3	17.6	18.2	17.0	19.1
240	10.0	9.2	13.8	12.4	7.5	18.1	18.4	17.2	19.4
250	10.2	9.3	14.0	12.6	7.7	18.6	18.6	17.4	19.6
260	10.3	9.5	14.1	12.8	7.8	19.1	18.8	17.6	19.8
270	10.5	9.8	14.3	12.9	8.0	19.6	19.2	17.9	20.2
280	10.6	9.9	14.4	13.1	8.2	20.1	19.4	18.1	20.4
290	10.8	10.0	14.6	13.2	8.3	20.6	19.6	18.3	20.6
300	10.9	10.1	14.7	13.4	8.5	21.1	19.8	18.5	20.8
310	11.0	10.2	14.8	13.6	8.7	21.6	20.0	18.7	21.1
320	11.1	10.3	15.0	13.7	8.8	22.1	20.3	19.0	21.4
330	11.2	10.4	15.3	13.9	9.0	22.5	20.5	19.2	21.6
340	11.3	10.4	15.6	14.0	9.2	23.0	20.7	19.4	21.8
350	11.4	10.5	15.8	14.2	9.3	23.5	21.0	19.6	22.1
360	11.5	10.6	16.1	14.4	9.4	24.0	21.2	19.8	22.3
370	11.7	10.7	16.4	14.5	9.6	24.5	21.5	20.0	22.6
380	11.8	10.8	16.7	14.7	9.7	25.0	21.7	20.3	22.8
390	11.9	11.0	16.9	14.9	9.9	25.5	22.0	20.5	23.1
400	12.0	11.1	17.2	15.0	10.1	26.0	22.1	20.7	23.3

TABLE 6—Continued

Miles	Groups								
	20[1]	21	22[2]	23[2]	24	25	26	27	28
5	10.56	4.2	.54	.44	2.0	3.0	3.0	2.2	1.7
10	12.10	4.6	.62	.49	2.2	3.5	3.5	2.6	1.8
15	13.20	4.9	.63	.51	2.4	3.9	3.9	2.9	2.0
20	15.18	5.2	.65	.52	2.6	4.2	4.2	3.1	2.2
25	16.28	5.6	.69	.54	2.8	4.5	4.5	3.4	2.3
30	17.82	5.9	.70	.57	2.9	4.7	4.7	3.5	2.4
35	19.14	6.3	.72	.58	3.0	4.9	4.9	3.7	2.5
40	20.90	6.7	.74	.59	3.1	5.0	5.0	3.7	2.6
45	22.22	6.9	.75	.61	3.2	5.2	5.2	3.9	2.7
50	23.76	7.3	.77	.62	3.3	5.3	5.3	4.0	2.8
55	24.20	7.6	.81	.64	3.4	5.5	5.5	4.1	2.9
60	24.64	8.0	.83	.65	3.5	5.6	5.6	4.2	3.0
65	25.30	8.3	.85	.69	3.6	5.7	5.7	4.3	3.0
70	25.96	8.7	.87	.70	3.7	5.9	5.9	4.4	3.1
75	26.40	9.0	.89	.72	3.7	6.0	6.0	4.5	3.2
80	26.84	9.1	.93	.74	3.8	6.1	6.1	4.6	3.3
85	27.28	9.3	.95	.75	3.9	6.3	6.3	4.7	3.3
90	27.72	9.4	.97	.77	4.0	6.4	6.4	4.8	3.4
95	28.60	9.5	.99	.80	4.1	6.5	6.5	4.9	3.5
100	29.04	9.6	1.01	.82	4.2	6.6	6.6	4.9	3.5
105	29.48	9.7	1.04	.83	4.2	6.8	6.8	5.1	3.6
110	29.92	9.8	1.06	.84	4.3	6.9	6.9	5.2	3.7
115	30.58	9.9	1.07	.85	4.4	7.0	7.0	5.2	3.7
120	31.02	10.0	1.08	.86	4.5	7.1	7.1	5.3	3.8
125	31.46	10.2	1.10	.87	4.5	7.2	7.2	5.4	3.9
130	32.12	10.3	1.11	.88	4.6	7.3	7.3	5.5	3.9
135	32.56	10.4	1.12	.92	4.7	7.4	7.4	5.5	4.0
140	33.22	10.5	1.16	.93	4.8	7.5	7.5	5.6	4.1
145	33.66	10.6	1.17	.94	4.8	7.6	7.6	5.7	4.1
150	34.32	10.7	1.19	.95	4.9	7.7	7.7	5.8	4.2
155	34.76	10.8	1.20	.96	5.0	7.8	7.8	5.8	4.2
160	35.42	10.9	1.22	.98	5.1	8.0	8.0	6.0	4.3
165	35.86	11.0	1.24	1.00	5.1	8.1	8.1	6.1	4.4
170	36.30	11.1	1.29	1.01	5.2	8.2	8.2	6.1	4.4
175	36.96	11.1	1.31	1.05	5.3	8.3	8.3	6.2	4.5
180	37.40	11.2	1.33	1.07	5.4	8.4	8.4	6.3	4.6
185	38.06	11.3	1.35	1.09	5.4	8.5	8.5	6.4	4.6
190	38.50	11.4	1.37	1.10	5.5	8.6	8.6	6.4	4.7
195	38.94	11.5	1.42	1.12	5.6	8.7	8.7	6.5	4.7
200	39.38	11.6	1.44	1.16	5.7	8.8	8.8	6.6	4.8
210	40.26	11.7	1.48	1.19	5.8	9.0	9.0	6.7	4.9
220	40.70	11.9	1.54	1.22	5.9	9.2	9.2	6.9	5.0

TABLE 6—Continued

Miles	Groups								
	20[1]	21	22[2]	23[2]	24	25	26	27	28
230	41.14	12.0	1.58	1.28	6.0	9.3	9.3	7.0	5.1
240	41.58	12.1	1.63	1.31	6.01	9.5	9.5	7.1	5.2
250	42.02	12.3	1.68	1.34	6.2	9.7	9.7	7.3	5.3
260	42.68	12.4	1.72	1.37	6.3	9.8	9.8	7.3	5.4
270	43.34	12.5	1.78	1.42	6.4	10.0	10.0	7.5	5.5
280	43.78	12.7	1.82	1.46	6.5	10.2	10.2	7.6	5.6
290	44.22	12.8	1.87	1.49	6.6	10.3	10.3	7.7	5.6
300	44.66	13.0	1.92	1.54	6.8	10.5	10.5	7.9	5.7
310	45.32	13.1	1.94	1.56	6.9	10.6	10.6	7.9	5.8
320	45.98	13.2	1.96	1.57	7.0	10.8	10.8	8.1	5.9
330	46.42	13.4	1.99	1.59	7.1	11.0	11.0	8.2	6.0
340	46.86	13.5	2.02	1.60	7.2	11.1	11.1	8.3	6.1
350	47.52	13.6	2.04	1.63	7.3	11.3	11.3	8.5	6.2
360	47.96	13.8	2.06	1.66	7.4	11.5	11.5	8.6	6.3
370	48.40	13.9	2.08	1.67	7.5	11.6	11.6	8.7	6.4
380	49.06	14.0	2.11	1.69	7.6	11.8	11.8	8.8	6.5
390	49.50	14.2	2.13	1.70	7.7	12.0	12.0	9.0	6.6
400	50.16	14.3	2.16	1.72	7.9	12.1	12.1	9.1	6.7

[1] In dollars and cents per 36-foot car.
[2] In dollars and cents per ton of 2,000 pounds.

TABLE 6—Continued

Miles	Groups[1]						
	29	30	31	32	33	34	35
5	1.0	2.0	2.0	2.2	1.6	2.8	3.3
10	1.1	2.2	2.2	2.4	1.7	2.9	3.8
15	1.2	2.4	2.4	2.6	1.8	3.2	4.3
20	1.3	2.5	2.5	2.8	1.9	3.3	4.6
25	1.4	2.6	2.6	2.9	2.0	3.5	4.9
30	1.5	2.7	2.7	3.0	2.1	3.6	5.2
35	1.6	2.9	2.9	3.2	2.2	3.9	5.4
40	1.7	3.0	3.0	3.3	2.3	4.0	5.5
45	1.8	3.3	3.3	3.6	2.5	4.3	5.7
50	1.9	3.4	3.4	3.7	2.6	4.4	5.8
55	2.1	3.6	3.6	4.0	2.7	4.7	6.0
60	2.2	3.7	3.7	4.1	2.8	4.8	6.2
65	2.3	3.8	3.8	4.2	2.9	4.9	6.3
70	2.4	4.0	4.0	4.4	3.0	5.3	6.5
75	2.5	4.1	4.1	4.5	3.1	5.4	6.6
80	2.6	4.2	4.2	4.6	3.2	5.5	6.7
85	2.7	4.4	4.4	4.8	3.4	5.8	6.9

[1] Governed by the Western Classification.

TABLE 6—Continued

Miles	Groups						
	29	30	31	32	33	34	35
90	2.8	4.5	4.5	5.0	3.4	6.0	7.0
95	2.9	4.6	4.6	5.1	3.5	6.1	7.1
100	3.0	4.7	4.7	5.2	3.6	6.2	7.3
105	3.0	4.9	4.9	5.4	3.8	6.4	7.5
110	3.1	5.0	5.0	5.5	3.8	6.7	7.6
115	3.2	5.1	5.1	5.6	3.9	6.8	7.7
120	3.3	5.3	5.3	5.8	4.0	6.9	7.8
125	3.4	5.4	5.4	5.9	4.1	7.0	7.9
130	3.4	5.5	5.5	6.1	4.2	7.1	8.0
135	3.5	5.6	5.6	6.2	4.2	7.4	8.1
140	3.6	5.7	5.7	6.3	4.3	7.5	8.2
145	3.7	5.8	5.8	6.4	4.4	7.6	8.4
150	3.8	5.9	5.9	6.5	4.5	7.7	8.5
155	3.8	6.1	6.1	6.7	4.6	8.0	8.6
160	3.9	6.2	6.2	6.8	4.7	8.2	8.8
165	4.0	6.3	6.3	6.9	4.8	8.3	8.9
170	4.1	6.4	6.4	7.0	4.9	8.4	9.0
175	4.2	6.5	6.5	7.2	5.0	8.5	9.1
180	4.3	6.6	6.6	7.3	5.0	8.7	9.2
185	4.3	6.7	6.7	7.4	5.1	8.9	9.3
190	4.4	6.8	6.8	7.5	5.2	9.0	9.5
195	4.5	6.9	6.9	7.6	5.3	9.1	9.6
200	4.6	7.0	7.0	7.7	5.4	9.2	9.7
210	4.7	7.2	7.2	7.9	5.5	9.5	9.9
220	4.8	7.5	7.5	8.3	5.7	9.8	10.1
230	4.9	7.6	7.6	8.4	5.8	9.9	10.2
240	5.0	7.8	7.8	8.6	5.9	10.2	10.4
250	5.1	8.0	8.0	8.8	6.1	10.5	10.7
260	5.2	8.1	8.1	8.9	6.2	10.6	10.8
270	5.3	8.3	8.3	9.1	6.3	10.9	11.0
280	5.5	8.5	8.5	9.4	6.5	11.2	11.2
290	5.6	8.6	8.6	9.5	6.6	11.3	11.3
300	5.7	8.8	8.8	9.7	6.7	11.6	11.5
310	5.8	9.0	9.0	9.9	6.9	11.8	11.7
320	5.9	9.1	9.1	10.0	7.0	12.0	11.9
330	6.0	9.3	9.3	10.2	7.1	12.3	12.1
340	6.1	9.6	9.6	10.6	7.3	12.5	12.2
350	6.2	9.7	9.7	10.7	7.4	12.7	12.4
360	6.3	9.9	9.9	10.9	7.5	13.0	12.6
370	6.4	10.0	10.0	11.0	7.6	13.1	12.8
380	6.5	10.2	10.2	11.2	7.8	13.3	13.0
390	6.7	10.4	10.4	11.4	7.9	13.7	13.2
400	6.8	10.5	10.5	11.5	8.0	13.8	13.3

These commodity groupings are confined in their application as follows:

Group 11. Wheat and articles taking the same rate.
Group 12. Corn, oats, rye, barley, and alfalfa feed.
Group 13. Potatoes.
Group 14. Hay and straw.
Group 15. Sugar beets, beet pulp, and lime refuse.
Group 16. Sugar.
Group 17. Hogs.
Group 18. Cattle and sheep, double-decked.
Group 19. Sheep, single-decked.
Group 20. Horses.
Group 21. Emigrant movables and stock.
Group 22. Hard coal.
Group 23. Soft coal.
Group 24. Wood fuel, sawdust, and shavings.
Group 25. Lumber.
Group 26. Fence posts and cedar ties.
Group 27. Ties other than cedar.
Group 28. Wood bolts and pulp wood.
Group 29. Saw logs and mining timber.
Group 30. Brick, common.
Group 31. Brick, other than common.
Group 32. Drain tile.
Group 33. Crushed rock, clay, sand, gravel, cinders, and manure.
Group 34. Lime, cement, plaster, and stucco.
Group 35. Paper, news or print.

This chapter gives practically all the rate adjustments prescribed by the Minnesota Commission and should be given careful study, inasmuch as it has had considerable effect on rate-making methods employed in other states as will be subsequently shown.

CHAPTER IV

INTRASTATE RATES—Continued

1. Nebraska

The most illuminating remarks with respect to the adjustment of rates employed within the state of Nebraska may be gleaned from the remarks in final Order No. 19, which prescribed certain maximum rates for future use by carriers operating therein, among which are taken the following excerpts:

(a) History

Section 5 of Chapter 90 of the Session Laws of 1907, otherwise known as the Railway Commission Act, provides in part as follows: "The said commission shall fix as soon as practicable thereafter a schedule and classification of rates and charges except joint rates hereinafter provided for, for the transportation of freight, passengers, and cars over the various lines of railroad in this state, and to that end the said commission shall give the railroad company or common carriers to be affected thereby ten days' notice of the time and place when and where the rates will be fixed, and any such railroad or common carriers shall be entitled to be heard at such time and place to the end that justice can be done."

The commission started its work of organization in April, 1907, and was so busily engaged in perfecting its

organization, and hearing and passing upon specific complaints submitted to it for action, that it was not prepared to enter upon any investigation of a general rate schedule until the following year.

Under date of March 10, 1908, the commission issued a circular setting forth the scope of an investigation to be undertaken, copies of which were served on the various railroads operating within the state and to the various commercial clubs and a large number of shippers.

The scope of the investigation included:

1. That plan of rate-making for the best interests of the state as a whole. In this connection, the commission considered (a) the advisability of promulgating a schedule of flat rate minimum and maximum distance tariffs; (b) the advisability of promulgating a schedule of flat rates maximum distance tariffs; (c) the advisability of permitting the carriers to make a schedule of rates to jobbing and distributing centers lower than the schedules of rates obtaining between non-jobbing and non-distributing centers.

2. An examination of the present classification and the readjustment and correction of any inequalities or discriminations that may exist.

3. An examination of the rules as to minimum weights on carload shipments and the correction of any unreasonable and unjust rules.

4. An examination of the rules and regulations of the various carriers applying on business done between stations in this state, and the correction of any unjust and unreasonable rules.

5. An examination of the schedules of rates and charges now in effect for the transportation of met-

chandise and all commodities between stations in this state, and the readjustment and correction of any and all unreasonable and unjustly discriminatory rates.

Pursuant to such notice, hearings were held at which were representatives of all the railroads in the state, besides a number of commercial clubs and individual shippers, and at which the commission received and heard all evidence and arguments that were offered pertaining to the matters announced in the foregoing. With but a few exceptions, the sentiments expressed were unanimous that the promulgation of an inflexible distance tariff would not prove beneficial to the best interests of the state, but would work a hardship not only on the manufacturer and jobber, but likewise on the consumer.

That portion of the circular relating to the rules and regulations of the carriers, minimum weights, and classification, has since been treated separately and specific action taken by the commission in its Nebraska Classification No. 1, issued October 31, 1911, effective December 15, 1911, the preparation of which took many months of careful investigation and numerous hearings in order that the commission might be fully advised.

No further action, owing to intervening causes, was taken in connection with the class rate adjustment until July 6, 1909, upon which date the commission issued its order prescribing certain rates for use between points within the state. These rates involved radical reductions in the then-existing freight rates, the effective date of this, however, being deferred until December 1, 1909; at this time, the Minnesota Rate Case was occupying the attention of the courts and further proceedings were deferred thereby. This issue, as pre-

viously stated, being carried to the highest tribunal, a final decision was not rendered until June 9, 1913.

With this knotty question out of the way, the commission felt free to proceed with their investigation and promulgated a scale of maximum rates for distributing stations and a distance tariff applicable in connection with other traffic.

(b) Elements in the Preparation of Distance Schedules

In commenting thereon, the Nebraska Commission stated that all distance tariffs class-rate schedules should be made with regard to the conditions of the territory for which they were established; but a brief explanation of how distance tariffs class-rate schedules are usually constructed may assist in making plain that portion of their order that establishes the class rates which will govern the transportation charge for all freight moving under the Nebraska Classification No. 1 and wholly within this state.

Three elements are always used in the construction of distance tariff schedules: (1) Mileage rate of progression, or same rate zones; (2) money rate of progression for the increased distance; (3) percentage relationship of each class to the first class or base rate.

1. (a) The mileage rate of progression varies in different distance tariffs, and usually there is a difference in the mileage progression in the same tariff; that is, the first 100 or 200 miles may be divided into 5-mile rates of progression, then beyond 200 miles the rate of progression may be stated for each 10 or 20 miles. The idea is to divide the distance for which the tariff is made up so that the rates to two stations, say 5 miles

apart, will be reasonably uniform and without sudden raises in the rates, which would tend to give one of two neighboring towns the advantage over the other in the transportation charge on any article or commodity of commerce. Let us assume that the distance tariff promulgated in this order was made up in 100-mile rates of progression; then, in that case, the first-class rate would be stated thus:

1 to 100 mi.	33 cents per cwt.
100 to 200 mi.	53 cents per cwt.
200 to 300 mi.	73 cents per cwt.
300 to 400 mi.	83 cents per cwt.
400 to 500 mi.	93 cents per cwt.

From the above it will be readily seen that if there are two towns one of which is 100 miles from a wholesale or jobbing city, the other located 105 miles from the same jobbing city could not compete for business on a fair basis. The town located 100 miles away would have a 20-cents per hundredweight advantage on first-class freight over the other in the transportation charge. The average distance between all stations in Nebraska is approximately 7 miles. In the eastern or central portion of this state, the average distance between stations is less than in the western part of the state. For this reason the first 200 miles of the distance tariff herein promulgated is stated in the 5-mile rate of progression and beyond 200 miles in 10-mile rates of progression.

2. (a) The charge for different distances for first-class freight is always used as a basis or skeleton on which a distance tariff schedule is constructed, and the amount of the first-class charge is based on the mileage rate of progression. Manifestly, the charge for 5 miles

should not be the same as for 100 miles in a tariff constructed for the purpose of distributing merchandise, so that if it be determined by the rate-making body that 33 cents per hundredweight on first-class freight is a reasonable and just charge for a haul of 100 miles, the question of what the charge shall be for each 5 miles from 5 to 100 miles becomes important.

In all properly constructed distance tariff schedules there should be an initial charge for the service rendered by the carrier at the two terminals, that is, the points of origin and destination. This terminal charge should be arrived at without regard to how far the shipment is to be transported.

(c) Terminal Costs

This commission's investigation of terminal costs has been most extensive and will be spoken of again. The question of what items of cost for performing the service should be included in the terminal charge and what items should be considered in the haulage cost, is a much debated question and is at the present time being carefully and extensively investigated by state and federal commissions. After the two terminal costs have been determined, the amount of the charge which shall be added to the terminal charge as a haulage cost becomes important and should be made with regard to the conditions under which the transportation must be conducted. A haulage charge should be greater in a mountainous territory than in a level or non-mountainous country. In the distance tariff herein adopted these questions have been carefully considered by the commission.

3. (a) This question will be more fully explained

in other portions of this chapter. In formulating a correctly constructed distance tariff this question is very important, and possibly the hardest of a correct and scientific solution. The relationship of the less-than-carload and carload traffic is so close, being frequently carried under the same class in the classification, that the question becomes very complex.

In preparing its tentative scale set forth in original Order No. 19, the Nebraska Commission followed very closely the Minnesota scale and method. That schedule was such that each rate for each class, for any distance, bears such an exact relation to each other rate that given a single rate for any class for a stated distance, any other rate can be ascertained by mathematical calculation and without reference to the schedule itself. The schedule starts with the same base rate of 12 cents per hundredweight first class for a 5-mile haul and under and increases one cent per hundredweight for every 5 miles or fraction thereof up to 200 miles. From that distance it increases one cent per hundredweight for every 10 miles up to 300 miles and thereafter one cent per hundredweight for every 20 miles. The rates in both schedules for the other classes bear a fixed percentage relation of the corresponding rates for the first class.

(d) Basic Factors

It is particularly interesting to note the sources that this commission consulted in acquiring data to guide them in the disposition of this case. They state that for the purpose of securing data covering the direct operating cost in handling the various classes of traffic, they made the following investigation covering the

operation of the Chicago, Rock Island & Pacific Railway in this state:

(a) Train sheets covering movement of all trains operated in Nebraska for the fiscal year of 1909 were examined and compiled. Separate tabulations of the through and local freight and passenger trains were made.

(b) The time lost by local trains in meeting through freight and passenger trains and in doing construction work, and the amount of overtime consumed by local freight train crews was ascertained.

(c) The number of revenue ton miles of intrastate carload business for a four months' period handled on through and local trains was determined.

(d) The freight conductors' wheel reports of all trains operated in the state, in whole or in part, covering a period of four months were tabulated and subdivided as to local and through trains and the number of gross and lading ton miles handled by the two classes ascertained.

(e) The number of tons of coal consumed by each engine in freight and passenger service, operated on train divisions, in whole or in part, in Nebraska, covering a period of two months was tabulated and separated as between passenger and freight and through and local trains.

(f) The corresponding tabulation for the same period was made on train and engine men's cost.

(g) A complete record of non-revenue lading ton miles (company material) handled in whole or in part within Nebraska for the entire fiscal year of 1909 was tabulated and separated as between through and local trains.

The data so obtained, together with reports filed with the railroad company, as required by the commission, furnished a reasonably accurate foundation for the determination of the direct operating cost of both passenger and freight traffic, subdivided as between state and interstate, through and local. The tabulations above referred to, the methods of their application, and the determinations made therefrom, were introduced in evidence in the federal court in the cases involving the validity of 1907 rate laws and are a part of the record in that investigation.

In addition thereto the commission made a complete abstract of every waybill covering the movement of intrastate traffic on certain Nebraska roads for a period of four months on the Chicago, Rock Island & Pacific Railway Company, the Chicago, Burlington & Quincy Railroad Company, and the Union Pacific Railroad Company lines and for a period of two months on the Chicago & North-Western Railway Company's lines within this state. This portion of the investigation involved the handling of approximately a million and a half of state and interstate waybills. The transcribing of the intrastate shipments on to permanent records filled sixty-two volumes of twenty thousand pages and contained approximately seven hundred thousand entries.

So far as we are advised no such searching or far-reaching investigation of this character has ever been attempted by any rate-making body. That the months used were a fair average for the entire year and that the compilation was accurate is demonstrated by the fact that the waybill charges for the Chicago, Burlington & Quincy Railroad Company's less-than-carload

shipments for the four months' period above mentioned, multiplied by three came within ten thousand dollars of equalling the amount as reported by that road for the entire year's Nebraska intrastate business, less-than-carload aggregating a total of $1,157,328.44, as reported by the company.

(e) Comparisons

To those not acquainted with the difficulty of preparing a distance tariff schedule, providing a proper mileage progression in rates and a proper relationship of classes, the foregoing may appear a useless labor, a refinement of investigation, and a waste of the people's money. One instance alone will suffice to answer such a suggestion.

The Interstate Commerce Commission in the decision prepared by Commissioner Prouty, in the case of the Iowa State Board of Railroad Commissioners v. Arizona Eastern Railroad Company *et al.*, promulgated a mileage schedule of rates covering the movement of traffic under class rates from interior Iowa towns to Nebraska and other western points. The Nebraska Commission was not a party to, nor did it participate in, the hearings resulting in the Prouty scale. The application of the long-and-short-haul clause to said scale placed the towns in Nebraska, particularly Omaha, Lincoln, and Fremont, at a decided disadvantage in Nebraska Territory with the intermediate Iowa jobbing towns, Sioux City and Council Bluffs. This commission was not, at that time, prepared to promulgate its schedule and in the hope that the Prouty scale, with which the Iowa Commission was dissatisfied in certain par-

ticulars, might be revised and the date of its taking effect postponed, held a conference with Mr. Prouty at Washington, at which were present the chairman of the Iowa Commission and the traffic managers of the commercial clubs of Council Bluffs, Sioux City, Omaha, Lincoln, and Grand Island. Among other matters considered was the relationship, or percentage, of fourth-class rates to the first-class and sixth-class rates. Under the Prouty scale fourth-class is 50 per cent and fifth-class is 40 per cent of first class. The Prouty scale is the composite result of an exhaustive comparison of class-rate tariffs promulgated by state commissions and others voluntarily issued by carriers. When it was made clear to Mr. Prouty that the bulk of the jobbing traffic in this territory moved inbound fifth-class carload and outbound fourth-class less-than-carload, and that this commission's analysis of the traffic movement of intrastate shipments within this state showed that only .57 of one per cent of the carload traffic moved on fourth-class rates, he frankly admitted his fourth-class relationship was too low.

For reasons unnecessary to discuss, nothing was accomplished in securing a revision of the Prouty scale, but through the courtesy of the Interstate Commerce Commission, and acquiesced in by the Iowa Commission, the effective date of the Prouty scale was postponed from April 1, 1914, to June 1, 1914.

Subsequently, the carriers, upon checking out the effect of the Prouty scale on the Missouri River points, found that by the application of this scale from interior Iowa to Kansas points it would have the effect of reducing the established rates from Missouri River points to Kansas destinations, which was not the intent

of the Prouty scale. Accordingly, its application was restricted so as not to apply when lower than the rates from Missouri River points.

The Nebraska Commission carefully considered all the evidence and arguments submitted by the carriers; much of it was similar in character and based on theories or formulas submitted by the carriers in the Minnesota Rate Cases, which were subsequently disproved by the Supreme Court of the United States. Upon consideration of all the evidence and arguments presented and the results of its own investigations, the commission finds that the existing Nebraska distance and terminal or jobbing class rates are unreasonably high, unjust, and discriminatory, and that the scale of rates set forth in Table 7 is just and reasonable for the movement of traffic under class rates between stations on the several lines of railroad in this state, with certain exceptions hereinafter specifically set forth.

(f) Jobbing Tariffs

Certain deviations from this scale were sanctioned by the commission in so far as the more important jobbing centers in the state were concerned. The following plan was employed.

1. The rates prescribed in the distance tariffs adopted are the rates established to and from Omaha, except in a few instances where short-line distance controls and except further in certain instances where the application of the federal long-and-short-haul clause applied to the Prouty scale establishes lower rates from Upper Missouri River Crossings, in which said rates are used as a maximum.

TABLE 7

Nebraska State Distance Rates
General Order No. 19

Miles	Rates in Cents per 100 Pounds									
	Classes[1]									
	1	2	3	4	5	A	B	C	D	E
5	14	11.9	9.8	8.4	6.3	7	4.9	4.2	3.5	2.4
10	15	12.8	10.5	9	6.8	7.5	5.3	4.5	3.8	2.6
15	16	13.6	11.2	9.6	7.2	8	5.6	4.8	4	2.7
20	17	14.5	11.9	10.2	7.7	8.5	6	5.1	4.3	2.9
25	18	15.3	12.6	10.8	8.1	9	6.3	5.4	4.5	3.1
30	19	16.2	13.3	11.4	8.6	9.5	6.7	5.7	4.8	3.2
35	20	17	14	12	9	10	7	6	5	3.4
40	21	17.9	14.7	12.6	9.5	10.5	7.4	6.3	5.3	3.6
45	22	18.7	15.4	13.2	9.9	11	7.7	6.6	5.5	3.7
50	23	19.6	16.1	13.8	10.4	11.5	8.1	6.9	5.8	3.9
55	24	20.4	16.8	14.4	10.8	12	8.4	7.2	6	4.1
60	25	21.3	17.5	15	11.3	12.5	8.8	7.5	6.3	4.3
65	26	22.1	18.2	15.6	11.7	13	9.1	7.8	6.5	4.4
70	27	23	18.9	16.2	12.2	13.5	9.5	8.1	6.8	4.6
75	28	23.8	19.6	16.8	12.6	14	9.8	8.4	7	4.8
80	29	24.7	20.3	17.4	13.1	14.5	10.2	8.7	7.3	4.9
85	30	25.5	21	18	13.5	15	10.5	9	7.5	5.1
90	31	26.4	21.7	18.6	14	15.5	10.9	9.3	7.8	5.3
95	32	27.2	22.4	19.2	14.4	16	11.2	9.6	8	5.4
100	33	28.1	23.1	19.8	14.9	16.5	11.6	9.9	8.3	5.6
105	34	28.9	23.8	20.4	15.3	17	11.9	10.2	8.5	5.8
110	35	29.8	24.5	21	15.8	17.5	12.3	10.5	8.8	6
115	36	30.6	25.2	21.6	16.2	18	12.6	10.8	9	6.1
120	37	31.5	25.9	22.2	16.7	18.5	13	11.1	9.3	6.3
125	38	32.3	26.6	22.8	17.1	19	13.3	11.4	9.5	6.5
130	39	33.2	27.3	23.4	17.6	19.5	13.7	11.7	9.8	6.6
135	40	34	28	24	18	20	14	12	10	6.8
140	41	34.9	28.7	24.6	18.5	20.5	14.4	12.3	10.3	7
145	42	35.7	29.4	25.2	18.9	21	14.7	12.6	10.5	7.1
150	43	36.6	30.1	25.8	19.4	21.5	15.1	12.9	10.8	7.3
155	44	37.4	30.8	26.4	19.8	22	15.4	13.2	11	7.5
160	45	38.3	31.5	27	20.3	22.5	15.8	13.5	11.3	7.7
165	46	39.1	32.2	27.6	20.7	23	16.1	13.8	11.5	7.8
170	47	40	32.9	28.2	21.2	23.5	16.5	14.1	11.8	8
175	48	40.8	33.6	28.8	21.6	24	16.8	14.4	12	8.2
180	49	41.7	34.3	29.4	22.1	24.5	17.2	14.7	12.3	8.3
185	50	42.5	35	30	22.5	25	17.5	15	12.5	8.5
190	51	43.4	35.7	30.6	23	25.5	17.9	15.3	12.8	8.7

[1] Governed by the Nebraska Classification.

TABLE [illegible]—Continued

Miles	Rates in Cents per 100 Pounds									
	Class									
	1	2	3	4	5	6	7	8	9	10
195	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
200	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
210	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
220	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
230	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
240	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
250	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
260	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
270	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
280	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
290	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
300	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
310	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
320	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
330	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
340	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
350	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
360	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
370	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
380	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
390	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
400	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

2. The schedules from Lincoln and Fremont for all classes except Class E, in certain instances, are obtained in the same manner as at present by deducting the inbound differential from the Omaha rates after a distance of approximately 50 miles is reached. In getting into the Omaha rates less the differential, the rates prescribed are in some instances higher and in others lower than the distance tariff.

3. The schedules from Beatrice to stations south and west on the Burlington and the Rock Island Lines have been established in like manner; in the balance of the territory, the distance tariff applies.

4. In determining the schedules from Grand Island and Hastings, two equalizing methods have been adopted: (a) Equalization between the two cities is obtained by applying the distance tariff schedule, except as to fourth class, from the more distant city to a point approximately 60 miles beyond the nearer city and grading the rates from the nearer city into the rates at the 60-mile point. Beyond that point, the rates are the same from both cities on all classes. (b) The rates from both cities are equalized with Omaha, Lincoln, Fremont, and Beatrice on fourth-class shipments, to stations north, west, and south, by ascertaining the Omaha fourth-class rate to such stations and deducting therefrom the fifth-class rate, Omaha to Grand Island and Hastings. This method is identical with the existing method, save and except wherever the above method would determine a fourth-class rate from Hastings or Grand Island lower than the fifth-class rates under the distance schedule from the same cities, the said fifth-class distance rates have been applied as a minimum.

5. The rates from Norfolk to points west and north have been equalized with Omaha, Lincoln, and Fremont on fourth class in the same manner as Hastings and Grand Island. Distance tariff applies to all other territory.

6. The rates from Kearney to points on the Union Pacific have been equalized with Omaha, Lincoln, and Fremont on fourth class in the same manner as Hastings and Grand Island. The distance schedule is applied to all other territory, save and except that at stations west of Kenesaw on the Burlington the Hastings rates are applied as a maximum.

The application of the distance tariff schedule from

Omaha determined a like application of that schedule from Columbus, Nebraska City, Fairbury, and St. Paul, save and except in certain instances where short-line distances become a maximum by the long lines.

An examination of the tariffs and schedules will demonstrate that these cities can reach a wider territory and on a more equitable basis from the rate standpoint than has been in effect.

In conclusion, the commission stated, "We do not maintain that the distance schedule adopted is the last word or *summum bonum* of distance schedules. Experience will undoubtedly disclose wherein we have failed to reach that much-to-be-desired result. It is to be hoped, however, that the carriers will exercise the same spirit of fairness which has characterized the commission throughout the course of this investigation, and accept the schedules herein established without delay."

The final decision in the general order became effective September 6, 1914, on which day the rates were put into effect by the carriers.

We have gone into this particular adjustment in great detail, possibly more so than the subject warrants, but while many of our readers may be conversant with the many details involved in the construction of rates, there are others who are not, and for their sake we ask the indulgence of their more fortunate brethren.

(g) Conclusion

A comparison of the adopted scale with the tentative scale as promulgated in general Order No. 19 will disclose the following changes:

1. The base rate of 12 cents, first class, 5 miles, has

been increased to 14 cents. This base rate is made up largely of terminal costs, and the evidence submitted by the carriers and the result of the commission's own investigation of the actual operating costs under the Lincoln terminal, together with other studies, convince us that the 12-cent basis was too low, at least in this state.

2. The percentage relationship was established as follows: First-class, 100 per cent; second-class, 85 per cent; third-class, 70 per cent; fourth-class, 60 per cent; fifth-class, 45 per cent; Class-A, 50 per cent; Class-B, 35 per cent; Class-C, 30 per cent; Class-D, 25 per cent; Class-E, 17 per cent.

3. The progression of the first-class rate of 2 cents per hundredweight applied to each additional 10 miles of haul up to a distance of 200 miles and thereafter applied to every additional 20 miles of haul in the original order is applied under the final scale to every 10 miles up to a distance of 400 miles and thereafter to every 20 miles. The analysis of the traffic as disclosed by the waybill compilation, in addition to the evidence submitted, further convinced the commission that the percentages adopted in the final scale and that the rate of progression should be modified as set forth in Table 7.

The changes from the original scale effect an increase in the rates over the original schedule as a whole. Competitive conditions are such in this state that a different scale of class rates on different lines is hardly practical inasmuch as competitive conditions arising from the paralleling and intersecting of the various lines of railroad would determine the rate, and while a lower schedule than the one adopted might be justified

on the more prosperous roads, it would indirectly work a hardship on the weaker roads, the results of which would ultimately affect the shipper and the traveling public on the weaker lines in the shape of a more limited service and inadequate and poor facilities.

Minimum Charge.—Small shipments consisting of one or more packages of the same or different classes from one consignor to one consignee will be charged for at actual weight at the rate for the class to which it belongs, subject to a minimum charge for the entire shipment of twenty-five (25) cents.

CHAPTER V

INTRASTATE RATES—Continued

1. Missouri

About the year 1904, the state of Missouri prescribed rate schedules for the use of carriers operating within the state and applicable on all intrastate traffic.

Owing to the dissimilarity of traffic conditions, the state was divided into two zones, the main line of the Missouri Pacific Railway from St. Louis to Kansas City marking the division of the zones. To all points on and north thereof, the rates shown in Table 8 are applied.

In arriving at an equitable basis, the state divided, or classified, the roads into four groups, or classes, designated as "Class A, Class B, Class C, and Class D."

Class A included all through or trunk-line railroads and all branch roads owned, leased, controlled, or occupied by such through or trunk-line railroad companies, or corporations.

Class B included all other railroads or parts of railroads owned, leased, controlled, or occupied, or which may hereafter be owned, leased, controlled, or occupied, either wholly or in part, by any trunk-line company or corporation.

Class C shall include all other railroads of a greater length than 45 miles.

Class D includes all roads less than 45 miles in length

not owned, leased, controlled, or occupied by any trunk-line company or corporation.

Section 3241 of the Missouri Laws provides that no individual, company, or corporation owning, operating, managing, or leasing any railroad, or part of a railroad, designated as above as in classes A, B, or C shall demand, charge, or receive a greater or higher rate for carrying from initial to terminal points in this state, articles named in the several classes and the commodities herein designated than is hereinafter provided for, viz., Class D, comprising all grain in carloads of 40,000 pounds minimum weight, not exceeding 5 cents per hundredweight for the first 25 miles, and not exceeding ½ cent per hundredweight for the second twenty-five miles or fractional part thereof, and not exceeding ½ cent per hundredweight for each additional 25 miles or fractional part thereof.

Class E: In carloads of 24,000 pounds minimum weight, not exceeding 5 cents per hundredweight for the first 25 miles, and not exceeding ½ cent per hundredweight for the second 25 miles or fractional part thereof, and not exceeding ½ cent per hundredweight for each additional 25 miles or fractional part thereof. This class includes flour in lots of 50 barrels or more and lime in 24 barrel lots or more.

Class F, which includes salt, cement, and stucco in carloads of 30,000 pounds minimum weight, not exceeding 5 cents per hundredweight for the first 25 miles, and not exceeding ½ cent per hundredweight for the second 25 miles or fractional part thereof, and not exceeding ½ cent per hundredweight for each additional 25 miles or fractional part thereof.

Class G: Lumber, lath, and shingles in carloads of

30,000 pounds minimum weight, not exceeding 5 cents per hundredweight for the first 25 miles, and not exceeding ½ cent per hundredweight for the second 25 miles or fractional part thereof, and not exceeding ½ cent per hundredweight for each additional 25 miles or fractional part thereof.

Class H: On live-stock in carloads, in common cars, measuring inside from 29 feet to and including 30 feet and 6 inches in length (to be known as standard cars) not exceeding $8 per carload for the first 25 miles and not exceeding $4 per carload for the second 25 miles or fractional part thereof, and not exceeding $2 per carload for each additional 25 miles or fractional part thereof of over 12 miles. For the carriage of any of the articles comprising Class H, in cars of other lengths for the distances above specified, the following percentages of the foregoing rates per carload shall not be exceeded, viz., in cars of less than 29 feet, 94 per cent; in cars of length over 30½ feet to and including 32 feet, 104 per cent; in cars of length over 32 feet to and including 33 feet and 9 inches, 107 per cent; in cars of length over 33 feet and 9 inches to and including 36 feet, 110 per cent; in cars of length over 36 feet to and including 38 feet, 113 per cent; in cars of length over 38 feet to and including 40 feet, 116 per cent; in cars of length over 40 feet to and including 42 feet, 125 per cent; in cars of length over 42 feet to and including 44 feet, 135 per cent; all the foregoing lengths to be taken by inside measurements.

Class I: Carloads of 20,000 pounds minimum weight, not exceeding $14 per carload for the first 25 miles and not exceeding $2 per carload for the second 25 miles or fractional part thereof and not exceeding $2 per carload for each additional 25 miles or fractional part thereof. For a carload of 40,000 pounds of minimum weight undressed stone, crushed rock, sand, railroad ties, cord

wood, building or paving brick, not exceeding 40 cents per ton of 2,000 pounds to the ton for the first 50 miles or fractional part thereof, and not exceeding 5 cents per ton per carload for the next 10 miles or fractional part thereof, and not exceeding 5 cents per ton per carload for each additional 10 miles or fractional part thereof. In computing the rate of freight according to the provisions of this article, the distance shall be computed from the point where it is received to the point of destination in the state, notwithstanding it may pass from one road to another. In this division are placed agricultural implements, furniture, and wagons.

One other class lettered J covers coal, brick, stone, and all heavy fourth-class articles in carloads.

(a) Joint Rates

It will be observed that the concluding paragraph of the above section provides for the establishment of joint rates. However, with the abolishment of the railroad and warehouse board of the state and the substitution of the public service commission therefor, this proviso was repealed. The public service commission stated in connection therewith in their second annual report that Section 3241 R. S. Mo. 1909 provides for the application of continuous mileage for shipments moving via two or more lines. It was held by the commission in the Case No. 99 that the public service commission law clearly repealed that portion of Section 3241. This resulted in little injury to the shippers of the state as there have been no provisions for the application of through rates between points in Missouri in any of the railroad and warehouse commission orders; and the continuous mileage provision in Section 3241 referred only to the commodities covered thereby and was never in effect in the state of Missouri. As soon as this action was taken by the commission and the question was defi-

TABLE 8

Applying on the Missouri Pacific Railway Main Line between St. Louis, Mo., and Kansas City, Mo., and upon All Railroads and Parts of Railroads within Missouri North of Said Missouri Pacific Railway Main Line

Reasonable Maximum Freight Schedule "A"

Miles	Merchandise classes in cents per 100 lbs.				Carload classes in cents per 100 lbs.						Carload commodities in cents per 100 lbs.											Miles
	Class 1	Class 2	Class 3	Class 4	Class 5	Class A	Class B	Class C	Class D	Class E	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8	Group 9	Group 10	Group 11	
5	15	12	10	7.5	6	7	5	4.5	4	3	4	4	3.5	3.5	5	5.5	6	7.5	3	1.5	2	5
10	18	14.5	12	9	6.5	8	6	5	4.5	3.5	4.5	4	3.5	3.5	5	5.5	6	7.5	3	1.5	2.5	10
15	20	16	13	10	7	9	7	6	5	4	5	4.5	4	4	5	5.5	6	8	3.5	2	2.5	15
20	22	17.5	14	11	7.5	9.5	7	6.5	5.5	4.5	5.5	5	4	4	5	5.5	6	9	3.5	2	3	20
25	24	19	15.5	12	8	10	7.5	7	6	5	6	5	4	4.5	5	5.5	6	9	4	2.5	3	25
30	25	20	16	12.5	8	10.5	7.5	7.5	6.5	5	6.5	5.5	4.5	4.5	6	6	7	10	4	3	3.25	30
35	27	21.5	17.5	13.5	8.5	11	8	7.5	6.5	5.5	7	6	4.5	5	6.5	6.5	8	11	4.5	3	3.25	35
40	28	23	18	14	9.5	12	8.5	8	7	5.5	7	6	5	5	7	7	8.5	12	4.5	3	3.5	40
45	29	24	19	14.5	10	12.5	9	8.5	7	5.5	7.5	6.5	5	6	8	8	9.5	12.5	5	3.5	3.5	45
50	30	25	20	15.5	11	13	10	9	7.5	6	7.5	6.5	5.5	6	8.5	8.5	10	13.5	5	3.5	3.75	50

TABLE 8—Continued

Miles	Merchandise classes in cents per 100 lbs.				Carload classes in cents per 100 lbs.						Carload commodities in cents per 100 lbs.											Miles
	Class 1	Class 2	Class 3	Class 4	Class 5	Class A	Class B	Class C	Class D	Class E	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8	Group 9	Group 10	Group 11	
180	56	44.5	35	26	21	24	19	16	13	10	14	12	10.5	10.5	18.5	14.5	16.5	23	10.25	7	7	180
185	57	45	35.5	26.5	21.5	24.5	19	16.5	13	10	14.5	12.5	10.5	11	18.5	14.5	16.5	23	10.5	7	7	185
190	58	45.5	35.5	26.5	21.5	24.5	19	16.5	13.5	10.5	14.5	12.5	10.5	11	19	15	17	23.5	10.5	7.25	7.25	190
195	59	46	36	26.5	21.5	24.5	19	16.5	13.5	10.5	14.5	12.5	11	11	19	15	17.5	23.5	10.75	7.25	7.25	195
200	60	47	36.5	27	22	25	19.5	17	14	11	14.5	12.5	11	11	19.5	15	17.5	23.5	10.75	7.5	7.5	200
210	60.5	47	36.5	27	22	25	19.5	17	14	11	15	13	11	11.5	20	15.5	18	24	11	7.5	7.5	210
220	60.5	47	36.5	27	22	25.5	19.5	18	14	11.5	15	13	11.5	11.5	21	16	18.5	24.5	11	8	8	220
230	61.5	47	36.5	27.5	22.5	26	20	18	14.5	11.5	15.5	13.5	11.5	12	22	16	19	25	11.25	8	8	230
240	61.5	47.5	36.5	27.5	22.5	26.5	20.5	18	14.5	11.5	15.5	13.5	12	12	23	16.5	19.5	25.5	11.25	8.25	8.25	240
250	61.5	47.5	37	28	23	27	21	18.5	15	12	15.5	13.5	12	12.5	24	16.5	19.5	26	11.5	8.25	8.25	250
260	62	48	37	28	23	27	21	18.5	15	12	16	14	12	12.5	24.5	17	19.5	27	11.5	8.5	8.5	260
270	63	49	37	28	23	27.5	21.5	19	15.5	12	16	14	12	13	25	17	20	28	11.75	8.5	8.5	270
280	63.5	49.5	37.5	28.5	23.5	28	22	19.5	15.5	12.5	16	14	12.5	13	25.5	17	20	29	11.75	9	9	280
290	64	50	37.5	28.5	23.5	28.5	22.5	19.5	15.5	12.5	16	14	12.5	13.5	26	17.5	20.5	29.5	12	9	9	290
300	64	50	38	29	24	29	23	20	16	13	16.5	14.5	13	13.5	26.5	17.5	20.5	30	12	9.25	9.25	300
310	64.5	50	38.5	29	24	29.5	23	20.5	16	13	16.5	14.5	13	14	26.5	18	21	30	12	9.25	9.25	310
320	65	50.5	38.5	29.5	24.5	30	23.5	20.5	16.5	13	16.5	14.5	13	14	27	18	21	30	12.25	10	10	320
330	65.5	50.5	38.5	29.5	24.5	30.5	24	21	17	13.5	16.5	14.5	13	14.5	27	18	21	30.5	12.25	10	10	330
340	66	50.5	39	29.5	24.5	31	24.5	21.5	17	13.5	17	15	13	14.5	27.5	18.5	21.5	30.5	12.25	10.25	10.25	340
350	66	51	39	30	25	32	25	22	17	14	17	15	13	15	27.5	19	22	31	12.5	10.25	10.25	350

360.....	66.5	51.5	39.5	30.5	25.5	22	25.5	22.5	18	14.5	17	15	13	18	20	19.5	20.5	21	18.5	16.25	16.25	.....	020
370.....	67	52	39.5	30.5	25.5	23	25.5	22.5	18	14.5	17	15	13.5	18	20	20	20	21.5	18.5	16.5	16.5	.....	070
380.....	67	52	40	31	26	23	26	23	18	14.5	17.5	15.5	13.5	18	20.5	20.5	20.5	22	19.75	16.5	16.5	.....	080
390.....	67.5	52.5	40	31	26	23.5	26	23	18.5	15	17.5	15.5	13.5	18.5	20.5	21	24	22.5	19.75	16.75	16.5	.....	090
400.....	68	52.5	41	31.5	26.5	23.5	26.5	23.5	18.5	15	17.5	15.5	13.5	18.5	20	21	24	22	19.75	16.75	16.5	.....	100

NOTE.—When rates are not shown in this table for the exact distance, the rates given for the next greater distance will prevail.

Group 1. Wheat, flour, flax-seed, millet and Hungarian.
Group 2. Corn, oats, barley and other grain and mill-stuffs.
*Group 3. Lumber and articles taking lumber rate.
Group 4. Salt, lime, cement, plaster, stucco.
Group 5. Horses and mules.
Group 6. Cattle and calves.
Group 7. Hogs; single deck.
Group 8. Sheep and goats; single deck.
Group 9. Hard coal.
Group 10. Soft coal.
Group 11. Mine props and cordwood.

Minimum weights—live stock.	Horses and mules.	Cattle and calves.	Hogs. N. W.	Sheep. N. W.
Cars 20 feet	10,000	15,000	14,000	9,000
Cars 20 feet 6 inches	10,700	15,700	14,000	9,000
Cars 21 feet	20,000	16,000	15,000	10,000
Cars 21 feet 6 inches	20,000	16,000	15,000	10,000
Cars 22 feet	20,000	16,000	15,000	10,000
Cars 22 feet 6 inches	20,000	16,000	15,700	10,000
Cars 23 feet	21,000	20,100	16,000	10,000
Cars 23 feet 6 inches	21,000	20,000	16,000	10,000
Cars 24 feet	21,000	20,700	16,000	10,000
Cars 24 feet 6 inches	22,000	21,100	16,700	11,100
Cars 25 feet	22,000	21,000	16,000	11,000
Cars 25 feet 6 inches	22,000	21,000	17,000	11,000
Cars 26 feet	22,000	22,000	17,000	11,000

*For list of articles taking lumber rate and articles taking higher than lumber rate, see Amendment No. 1 to this issue.

nitely decided upon, a proceeding was initiated by the commission to determine the necessity of through rates and routes on all commodities; and the case was set for hearing and testimony taken in September and final testimony in December. There are certain joint rates in effect between points in the state of Missouri. For example, on classes from St. Joseph, Mo., to points on the Wabash and to points on the Chicago, Milwaukee & St. Paul, through rates are quoted in connection with lines operating out of St. Joseph, but as a general proposition, the through rates are not in effect between points in the state of Missouri, and when a shipment is made from a point on one line to a point on any other line, it results in the combination of local rates of each road being applied.

It will be noted from the foregoing table that certain additional group rates are shown in connection with the regular classification division; these groups are applied in connection with the following commodities:

Group 1. Wheat, flour, flaxseed, millet, Hungarian feed.
Group 2. Corn, oats, barley, other grain and mill stuffs.
Group 3. Lumber and articles taking lumber rates.
Group 4. Salt, lime, cement, plaster, stucco.
Group 5. Horses and mules.
Group 6. Cattle and calves.
Group 7. Hogs, single deck.
Group 8. Sheep and goats, single deck.
Group 9. Hard coal.
Group 10. Soft coal.
Group 11. Mine props and cord wood.

Certain additional groups have been incorporated in connection with this scale since it was formulated,

establishing rates on agricultural implements, furniture wagons, petroleum, and petroleum products, but for the purpose of a general discussion the groupings and commodities above mentioned will suffice.

9. Minimum Charge

By an order effective October 1, 1907, the commission provided that: when the maximum freight charge fixed by this board for the transportation of any commodity is less than 25 cents, a charge of 25 cents may be made but in no other instance shall the maximum charge fixed by this commission be exceeded.

Having thus set forth the basis for rates originating in connection with the main line of the Missouri Pacific and points north thereof, within the state, there remains to give the basis applied to the remaining portion of the state, these rates being indicated in Table 4, and to apply to all railroads and parts of railroads within Missouri south of the Missouri Pacific Railway main line between St. Louis and Kansas City. By a comparison of the rates set forth in this table with those shown in Table 3 it will be developed that the Schedule B rates are somewhat higher than those shown for Schedule A, accounted for, as previously stated, by a difference in traffic conditions, a reason for which may be readily found by an inspection of the Atlas of Traffic Maps, wherein it is shown that in the southern part of the state of Missouri the railroad development does not obtain anywhere near the high state that exists in and north of the Missouri Pacific Railway.

In the application of these tables of rates as in connection with all other distance rates, the official mileage

TABLE 9

Applying on All Railroads and Parts of Railroads within Missouri, South of the Missouri Pacific Railway Main Line, between St. Louis, Mo., and Kansas City, Mo.

Reasonable Maximum Freight Schedule "B"

Miles	Merchandise classes in cents per 100 lbs.				Carload classes in cents per 100 lbs.						Carload commodities in cents per 100 lbs.											Miles
	Class 1	Class 2	Class 3	Class 4	Class 5	Class A	Class B	Class C	Class D	Class E	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8	Group 9	Group 10	Group 11	
5.....	15	13	10	9	7	8	7	5	4	3	4	4	3.5	3.5	5	5.5	6	7.5	3	1.5	2	5
10.....	18	15	13	11	9	10	8	6.5	5	3.5	4.5	4	3.5	3.5	5	5.5	6	7.5	3	1.5	2.5	...10
15.....	20	17	14	12	10	11	9	7	5.5	4	5	4.5	4	4	5	5.5	6	8	3.5	2	2.5	15
20.....	22	19	15	13	11	12	10	7.5	6	4.5	5.5	5	4	4	5	5.5	6	9	3.5	2	3	20
25.....	24	20	17	14	12	13	11	8.5	6.5	5	6	5	4	4.5	5	5.5	6	9	4	2.5	3	25
30.....	25	21	17	15	12	14	11	8.5	6.5	5	6.5	5.5	4.5	4.5	6	6	7	10	4	3	3.25	30
35.....	27	23	19	16	13	15	12	9.5	7.5	5.5	7	6	4.5	5	6.5	6.5	8	11	4.5	3	3.25	35
40.....	28	24	20	17	14	15	13	10	7.5	5.5	7	6	5	5	7	7	8.5	12	4.5	3	3.5	40
45.....	29	25	20	17	14	16	13	10	8	6	7.5	6.5	5	6	8	8	9.5	12.5	5	3.5	3.5	...45
50.....	30	25	21	18	15	16	13	10.5	8	6	7.5	6.5	5.5	6	8.5	8.5	10	13.5	5	3.5	3.75	50
55.....	31	26	22	19	15	17	14	11	8	6	8	7	5.5	6.5	8.5	9	10.5	14	5.5	3.5	3.75	55
60.....	32	27	22	19	16	18	14	11	8.5	6.5	8	7	6	6.5	9	9.5	11.5	14.5	5.5	4	4	60
65.....	33	28	23	20	16	18	15	11.5	9	6.5	8.5	7.5	6.5	7	9.5	10	12	15	6	4	4	65
70.....	34	29	24	20	17	19	15	12	9	7	8.5	7.5	6.5	7	10	10.5	12.5	15.5	6	4.25	4.25	70
75.....	35	30	24	21	17	19	16	12	9.5	7	9	8	7	7.5	10.5	10.5	13	16	6.5	4.25	4.5	75

80.....	26	31	36	38	16	20	16	12.5	9.5	7	9	8	7	7.5	11	11	13.5	16.5	6.5	4.5	4.5	60
85.....	27	31	36	39	16	20	17	13	10	7.5	9.5	8	7.5	8	11.5	11.5	20.5	17	7	4.75	4.75	60
90.....	26	32	37	38	16	21	17	13.5	10.5	7.5	9.5	8	7.5	8	12	11.5	14	17.5	7	4.75	4.75	60
95.....	26	35	37	34	19	21	18	13.5	10.5	8	10	8.5	8	8.5	12.5	12	14.5	16	7.5	5	5	60
100.....	40	34	36	34	20	22	18	14	11	8	10	8.5	8	8.5	13.5	12	15	19.5	7.5	5	5	100
105.....	41	35	36	39	20	22	18	14.5	11	8	10.5	8.5	8.5	9	15	12.5	16	19	8	5.25	5.25	105
110.....	42	36	39	39	21	23	19	14.5	11.5	8.5	10.5	8.5	8.5	9	13.5	13	15.5	19.5	8	5.25	5.25	110
115.....	43	37	38	38	21	24	19	15	11.5	8.5	11	9	9	9.5	14	13.5	15.5	20	8.5	5.5	5.5	115
120.....	44	37	41	38	22	24	20	15.5	12	9	11	9	9	9.5	14.5	14	16	20.5	8.5	5.5	5.5	120
125.....	45	38	41	37	23	25	20	15.5	12	9	11.5	9.5	9	10	14.5	14.5	16.5	21	9	5.5	5.5	125
130.....	46	38	43	39	23	25	21	16	12.5	9	11.5	9.5	9	10	15	15	17	21.5	9	5.75	5.75	130
135.....	47	40	43	38	23	25	21	16.5	12.5	9.5	12	10	9.5	10.5	15.5	15	17	22	9.25	5.75	5.75	135
140.....	48	41	36	38	24	26	22	17	13	9.5	12	10	9.5	10.5	16	15.5	18	22.5	9.25	6	6	140
145.....	49	42	34	39	24	27	22	17	13	10	12.5	10.5	9.5	10.5	16	15.5	18	23	9.5	6	6.25	145
150.....	50	42	36	39	26	27	23	17.5	13.5	10	12.5	10.5	9.5	10.5	16.5	16	19	23.5	9.5	6.25	6.5	150
155.....	51	43	38	41	26	28	23	18	14	10	13	11	10	11	17	16	19	24	9.75	6.25	6.75	155
160.....	52	44	36	41	29	29	23	18	14	10.5	13	11	10	11	17.5	16.5	19.5	24.5	9.75	6.5	7	160
165.....	53	45	37	39	28	29	24	18.5	14.5	10.5	13.5	11.5	10	11	17.5	16.5	19.5	25	10	6.5	7.25	160
170.....	54	45	38	39	27	28	24	19	14.5	11	13.5	11.5	10	11	18	17	20	25.5	10	6.75	7.5	170
175.....	55	47	38	39	27	28	25	19	15	11	14	12	10.5	11.5	18	17	20	26	10.25	6.75	7.75	175
180.....	56	48	39	34	28	31	25	19.5	15	11	14	12	10.5	11.5	18.5	17.5	20.5	26.5	10.25	7	8	180
185.....	57	48	40	36	28	31	26	20	15.5	11.5	14.5	12.5	10.5	11.5	18.5	17.5	20.5	26.5	10.5	7	8.25	185
190.....	58	49	41	35	29	30	26	20.5	16.5	11.5	14.5	12.5	10.5	11.5	19	18	21	27	10.5	7.25	8.5	190
195.....	59	50	41	36	29	30	27	20.5	16	12	14.5	12.5	11	12	19	18	21	27	10.75	7.25	8.75	195
200.....	60	51	42	36	30	30	27	21	16	12	14.5	12.5	11	12	19.5	18	21.5	27.5	10.75	7.5	9	200

TABLE 9—Continued

Miles	Merchandise classes in cents per 100 lbs.				Carload classes in cents per 100 lbs.						Carload commodities in cents per 100 lbs.											Miles
	Class 1	Class 2	Class 3	Class 4	Class 5	Class A	Class B	Class C	Class D	Class E	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8	Group 9	Group 10	Group 11	
210.....	62	53	43	37	31	34	28	22	17	12.5	15	13	11.5	12	20	18.5	22	27.5	11	7.5	9.25	...210
220.....	64	54	44	38	32	35	29	22	17.5	13	15	13	11.5	12	21	19	23	27.5	11.25	8	9.5	...220
230.....	66	55	45	39	33	36	30	23	18	13	15	13.5	12	12.5	22	20	24	28	11.5	8	9.75	...230
240.....	67	57	46	40	33	37	30	23.5	18	13.5	15.5	13.5	12	12.5	23	21	25	28.5	11.75	8.25	10	...240
250.....	68	58	47	41	34	37	31	24	18.5	13.5	15.5	13.5	12.5	13	24	22	26	29	12	8.25	10.25	...250
260.....	69	58	48	42	35	38	31	24.5	19	14	16	14	12.5	13	24.5	22.5	26.5	29.5	12.25	8.5	10.25	...260
270.....	70	60	49	43	36	39	32	25	19.5	14.5	16	14	13	13.5	25	23	27	30	12.5	8.5	10.5	...270
280.....	71	61	50	44	36	40	33	25.5	19.5	14.5	16	14	13	13.5	25.5	23.5	27.5	30.5	12.75	9	10.5	...280
290.....	72	62	51	44	37	41	33	26	20	15	16	14	13.5	14	26	23.5	28	31	13	9	10.75	...290
300.....	73	63	52	45	37	41	34	26	20	15	16.5	14.5	13.5	14	26.5	24	28.5	31.5	13.25	9.25	10.75	...300
310.....	74	64	53	46	38	42	34	26.5	20	15	16.5	14.5	14	14.5	26.5	24	28.5	31.5	13.5	9.25	11	...310
320.....	75	64	54	46	38	42	35	27	21	15.5	16.5	14.5	14	14.5	27	24.5	29	32	13.75	9.5	11	...320
330.....	76	65	54	47	39	43	35	27.5	21	15.5	16.5	14.5	14	15	27	24.5	29	32	14	10	11.25	...330
340.....	77	66	55	47	39	43	36	27.5	21.5	16	17	15	14.5	15	27.5	24.5	29.5	32.5	14	10.25	11.25	...340
350.....	78	67	56	48	40	44	36	28	21.5	16	17	15	14.5	15.5	27.5	24.5	29.5	32.5	14.25	10.25	11.5	...350
360.....	79	68	57	49	40	45	36	28.5	22	16	17	15	14.5	15.5	28	25	30	32.5	14.25	10.25	11.5	...360
370.....	80	69	57	49	41	45	37	28.5	22	16.5	17	15	14.5	16	28	25	30	32.5	14.5	10.5	11.5	...370
380.....	81	70	58	50	41	46	37	29	22.5	16.5	17.5	15.5	15	16	28.5	25	30	32.5	14.5	10.5	11.5	...380
390.....	82	71	59	50	42	46	38	29.5	22.5	17	17.5	15.5	15	16.5	28.5	25	30	33	14.75	10.75	11.75	...390
400.....	83	72	59	51	42	47	38	29.5	23	17	17.5	15.5	15	16.5	29	26	31	33	14.75	10.75	11.75	...400

NOTE—When rates are not shown in this table for the exact distance, the rates given for the next greater distance will prevail.

Group 1. Wheat, flour, flax-seed, millet and hungarian.
Group 2. Corn, oats, barley and other grain and mill-stuffs.
*Group 3. Lumber and articles taking lumber rate.
Group 4. Salt, lime, cement, plaster, stucco.
Group 5. Horses and mules.
Group 6. Cattle and calves.
Group 7. Hogs; single deck.
Group 8. Sheep and goats; single deck.
Group 9. Hard coal.
Group 10. Soft coal.
Group 11. Mine props and cordwood.

Minimum weights live stock.	Horses and mules	Cattle and calves	Hogs, M. lb.	Sheep, M. lb.
Cars 30 feet	19,000	19,000	16,000	8,000
Cars 30 feet 6 inches	19,000	19,000	16,000	8,000
Cars 31 feet	20,000	19,000	16,000	10,000
Cars 31 feet 6 inches	20,000	19,000	16,000	10,000
Cars 32 feet	20,000	19,000	16,000	10,000
Cars 32 feet 6 inches	20,000	19,000	16,000	10,000
Cars 33 feet	21,000	20,000	16,000	10,000
Cars 33 feet 6 inches	21,000	20,000	16,000	10,000
Cars 34 feet	21,000	20,000	16,000	10,000
Cars 34 feet 6 inches	22,000	21,000	16,000	11,000
Cars 35 feet	22,000	21,000	16,000	11,000
Cars 35 feet 6 inches	22,000	21,000	17,000	11,000
Cars 36 feet	22,000	22,000	17,000	11,000

*For list of articles taking lumber rate and articles taking higher than lumber rate, see Amendment No. 1 to this issue.

NOTE—To find the rate on any article: First, refer to classification and find the class to which the article belongs. Second, refer to the schedule for the rate in the given class for the desired distance. If the exact distance is not given in the schedule, use the next greater. Third, carefully read the Rules and Regulations to make sure that the rate found is not modified. Fourth, to find the rate on commodities shown in groups in the schedule, refer to and follow under corresponding numbers for the desired distance.

The Legislative department authorizing the issuance of this schedule of rates repeals all acts of the Legislature in conflict therewith.

tables of the carriers should be employed, they being required to post and file issues indicating the actual distance between various stations on their line, and where maximum rates are provided by statute or otherwise, the rates prescribed for that distance cannot be exceeded.

CHAPTER VI

INTRASTATE RATES—Continued

1. Kansas

During the year 1914, an order was issued by the Public Utilities Commission of the state of Kansas, directing investigations to be made touching on all the class and commodity rates now in effect in the state of Kansas. One hearing in this case was held before the commission in the month of June, and a large amount of work has been done in preparation for the further hearing of the investigation of this matter. This case involves the establishment of a general schedule of rates covering all classes and commodities for application in this state. It is an investigation involving a great deal of labor and will, necessarily, require some time for its further consideration. The commission, upon the completion of this investigation, hopes to be able to adopt a general tariff covering rates on all classes and commodities which are named and described in the classification of freight.

In the interim the rates indicated in Tables 10 and 11 are being observed by the common carriers on intrastate traffic. Table 10 indicates the class rates, and Table 11 indicates the various commodity rates which are fixed by statute.

TABLE 10

Kansas Local Distance Tariff
Applying between Points in the State of Kansas

Miles	Merchandise In Cents per 100 Pounds				Carload Classes In Cents per 100 Pounds					
					Classes[1]					
	1	2	3	4	5	A	B	C	D	E
5	13	11	9	7	6	6	5	4	4	3
10	15	13	11	9	7	7	6	5	4	3
15	18	15	13	11	8	8	7	6	5	4
20	20	17	15	13	9	9	8	7	5	4
25	22	19	17	14	10	10	9	7	6	4½
30	24	21	19	15	11	11	9	8	6	4½
35	25	23	20	17	12	12	10	8	6	5
40	28	25	21	19	13	13	10	8	6	5
45	30	27	23	20	14	14	11	9	7	5½
50	32	29	25	21	15	15	11	9	7	5½
55	34	30	27	22	16	16	12	10	8	6
60	36	32	28	23	17	17	12	10	8	6
65	38	34	29	24	18	18	13	11	8	6½
70	40	36	31	25	19	19	13	11	8	6½
75	42	38	33	26	20	20	14	12	8	7
80	44	40	34	27	22	21	14	12	8	7
85	46	41	35	28	23	22	15	13	9	7
90	48	42	36	29	25	23	15	13	9	7
95	50	43	37	30	26	23	16	14	10	7½
100	52	44	38	31	27	24	16	14	10	7½
105	54	45	39	32	28	24	17	15	11	8
110	55	46	40	33	29	25	17	15	11	8
115	56	47	41	34	30	25	18	16	12	8½
120	57	48	43	35	31	26	18	16	12	9
125	58	49	44	36	32	26	19	17	12	9½
130	59	50	45	38	33	27	19	17	12	9½
135	60	51	46	38	33	27	20	18	12	10
140	61	52	47	39	34	28	20	18	12	10
145	62	54	48	40	35	28	21	19	13	10½
150	63	55	49	40	35	29	21	19	13	10½
155	64	56	50	41	36	29	22	20	13	10½
160	65	57	52	41	36	30	22	20	14	11
165	66	58	53	42	37	30	23	20	14	11
170	67	59	54	42	37	31	23	20	14	11
175	68	60	55	43	38	31	24	21	15	11½
180	69	61	56	44	39	32	24	21	15	11½

[1] Governed by the Western Classification.

TABLE 10—Continued

Miles	Merchandise In Cents per 100 Pounds				Carload Classes In Cents per 100 Pounds					
	Classes									
	1	2	3	4	5	A	B	C	D	E
185.....	70	62	56	45	40	32	25	21	15	11½
190.....	71	63	57	45	40	33	25	21	15	11½
195.....	72	64	57	46	41	33	26	22	16	12
200.....	73	65	58	46	41	34	26	22	16	12
210.....	74	66	59	47	42	35	27	23	17	12½
220.....	75	67	60	48	43	36	28	23	17	12½
230.....	76	68	61	49	44	37	29	24	17	12½
240.....	77	69	62	50	45	38	30	24	18	13
250.....	78	70	63	51	46	39	31	25	18	13½
260.....	79	71	64	52	47	40	32	25	19	14
270.....	80	72	65	53	48	41	32½	26	20	15
280.....	81	73	66	54	49	42	33	26	20	15
290.....	82	74	67	55	50	43	33½	27	20	16
300.....	83	75	68	56	51	44	34	27	21	16
310.....	84	76	69	57	52	45	34½	28	22	17
320.....	85	77	70	58	53	46	35	28	22	17
330.....	86	78	71	59	54	47	35½	29	22	18
340.....	87	79	72	60	55	48	36	29	23	18½
350.....	88	80	73	61	56	49	36½	30	23	19
360.....	92	84	76	64	59	52	38	32	25	20
370.....	96	88	79	67	62	55	40	33½	26	20
380.....	100	92	82	70	65	57	42	34	28	20
390.....	105	97	83	73	68	58	44	35	29	21
400.....	110	102	85	76	70	59	46	36	31	22
410.....	115	106	87	79	72	61	47	36½	32	23
420.....	120	108	89	82	74	63	48	37	33	23½
430.....	125	110	91	85	75	64	49	38	35	24
440.....	130	112	93	87	76	65	50	39	36	24½
450.....	134	114	95	88	77	66	51	40	37	25

(a) Joint Rates

Where traffic moves over the lines of two or more carriers, independently operated or managed, rates are constructed on the basis of the sums of locals.

(b) Minimum Charge

Between stations in Kansas shipments will be charged for at actual weight at tariff rate but in no case less than twenty-five *(25) cents.*

TABLE 11

Distance Commodity Rates[1] Applicable on Kansas Intrastate Traffic

Distances. (See Item 3.)	Rates in Cents per 100 Pounds on Car-load Shipments.			Rates in Dollars per Standard Car-load.	RATES, IN CENTS PER 100 POUNDS, on Car-load Shipments.											
	Cattle, Sheep, D.D. (See Item 1.)	Hogs, S. D. (See Item 2.)	Sheep, S. D. (See Item 2.)	Horses. (See Item 2.)	Lumber.	Hay.	Soft Coal.	Lime, Cement, Plaster.	Brick.	Wheat. (See Item 4.)	Other Grain. (See Item 4.)	Flax Seed.	Millet Seed	Salt.	Stone Undressed or Crushed.	Sand.	Coal: Anthracite.
5 miles	4½	6	7½	$10 00	3½	4	1¾	3½	2¼	4	3½	4	4	3½	2¼	2¼	2½
10 "	5	6	7½	10 50	3½	4	2	3½	2¾	4	3½	4½	4½	3½	2¾	2¾	2½
15 "	5	6	8	11 90	4	4	2½	4	3	4½	4	5	5	4	3	3	3
20 "	5	6	9	13 60	4	5	2½	4	3¼	5	4	5½	5½	4	3¼	3¼	3
25 "	5½	6	9	14 45	4	5	2¾	4½	3½	5	4	6	6	4½	3½	3¼	3½
30 "	5½	7	10	15 30	4½	5	2¾	4½	3½	5	5	6½	6½	4½	3½	3½	3½
35 "	6	8	11	16 15	4½	6	2¾	5	3¾	6	5	7	7	5	3¾	3¾	4
40 "	6½	8½	12	17 00	5	6	3	5	4	6	5¼	7	7	5	4	4	4½
45 "	6½	9½	12½	17 85	5	6½	3½	6	4¼	6½	5¼	7½	7½	6	4¼	4¼	4½
50 "	7½	10	13½	18 70	5½	6½	3½	6	4½	7	5½	7½	7½	6	4½	4½	5½
55 "	8	10½	14	19 55	5½	6½	4	6½	4¾	7	6	8	8	6	4¾	4¾	5½
60 "	8½	11½	14½	20 40	6	7	4	6½	4¾	7	6	8	8	6½	4¾	4¾	6
65 "	9	12	15	21 25	6½	7	4½	7	5	7	6	8½	8½	7	5	5	6
70 "	9	12	15	22 10	6½	7	4½	7	5	7	6½	8½	8½	7	5	5	6½
75 "	10	12	15	22 95	7	7	5	7½	5¼	7	6½	9	9	7½	5¼	5¼	6½
80 "	10½	12	15½	24 65	7	7½	5	7½	5¼	8	7	9	9	7½	5¼	5¼	7
85 "	10½	12½	15½	25 50	7½	8	5¼	8	5½	8	7	9½	9½	8	5½	5½	7
90 "	10½	13	16	27 20	7½	8½	5¼	8	5½	8	7	9½	9½	8	5½	5½	7½
95 "	11	13½	16½	28 90	8	9	5½	8½	5¾	8	7	10	10	8½	5¾	5¾	7½
100 "	11½	14	16½	30 60	9	9½	5½	8½	5¾	9	7	10	10	8½	5¾	5¾	7½
105 "	11½	14½	17	31 45	9½	9½	5½	9	5¾	9	7	10½	10½	9	5¾	5¾	7½
110 "	12	14½	17½	31 87	9½	10	5½	9	5¾	9	7½	10½	10½	9	5¾	5¾	7½
115 "	12	15	18	32 30	10	10	5½	9	6	9	7½	11	11	9	6	6	7¾
120 "	12	15	18	33 15	10½	10	5½	9	6	10	7½	11	11	9	6	6	7¾
125 "	12	15½	18½	33 57	10½	10½	6	9½	6¼	10	8	11½	11½	9½	6	6	7½
130 "	12½	15½	19	34 00	11	11	6	9½	6¼	10	8	11½	11½	9½	6	6	8½
135 "	13	16	19	34 85	11	11	6½	9½	6½	10	9	12	12	9½	6¼	6¼	8½
140 "	13½	16	20	35 70	11½	11½	6½	9½	6½	11	9½	12	12	9½	6½	6½	8½
145 "	13½	16	20	36 12	11½	11½	6½	10	6¾	11	9½	12½	12	10	6½	6½	8½
150 "	14	16½	21	36 55	12	11½	6¾	10	6¾	12	10	12½	12½	10	6½	6½	9
155 "	14½	16½	21½	36 97	12	11¾	6¾	10	7	12	10	13	13	10	6½	6½	9
160 "	14½	16½	22	37 40	12	11¾	6¾	10	7	12	10	13	13	10	6¾	6¾	9
165 "	15	17	22	37 82	12½	12	7	10½	7¼	12	10½	13½	13	10½	7	7	9
170 "	15	17	22½	38 25	12½	12	7	10½	7¼	12½	10½	13½	13	10½	7	7	9½
175 "	15	17½	22½	38 67	12½	12½	7	10½	7½	12½	10½	14	14	10½	7¼	7¼	9½
180 "	15½	17½	23	39 10	13	12½	7½	10½	7½	12½	11	14	14	10½	7½	7½	9½
185 "	15½	18	23	39 52	13	12½	7½	11	7½	12½	11	14½	14½	11	7½	7½	10
190 "	16	18	23½	39 95	13	13	7¾	11½	7½	12¾	11	14½	14½	11	7¾	7¾	10
195 "	16	18½	23½	40 37	13½	13½	7¾	12	7¾	12¾	11	14½	14½	11	7½	7½	10½
200 "	16	19	23½	40 80	13½	14	8	12	7¾	12¾	11	14½	14½	11	7½	7½	10½
210 "	16½	19½	24	41 65	14	14½	8	12½	8	13	11½	15	15	11½	7¾	7¾	10½
220 "	16½	20	24½	42 50	14	14½	8½	13	8¼	13	11½	15½	15½	12	8	8	11
230 "	17	20½	25	43 35	14	15	8½	13½	8½	13	11½	15½	15½	12	8¼	8¼	11
240 "	17	20½	25½	44 20	14½	15	8½	14	8¾	13	11½	15½	15½	12	8½	8½	11
250 "	17	21	26	45 05	14½	15½	9	14½	9	13¼	11¾	15½	15½	12½	8½	8¾	11½
260 "	17½	21	27	45 90	15	15½	9	15	9¼	13¼	11¾	16	16	12½	9	9	12
270 "	18	21½	28	46 75	15	16	9½	15½	9½	13¼	12	16	16	13	9½	9½	12
280 "	18½	21½	29	47 60	15½	16	9½	15½	9½	13¼	12	16	16	13	9¼	9¼	12
290 "	18½	22	29½	48 45	15½	16½	10	16	9¾	13½	12	16	16	13½	9½	9½	12
300 "	19	22	30	49 30	16	16½	10½	16½	10	13½	12¼	16½	16½	13½	9¾	9¾	13
310 "	19½	22½	30	50 15	16	16½	10½	17	10¼	13½	12¼	16½	16½	14	10	10	13½
320 "	19½	22½	30	51 00	16½	17	11	17½	10½	14	12½	16½	16½	14	10¼	10¼	14
330 "	19½	23	30½	51 85	17	17	11½	18	10¾	14	12½	16½	16½	14½	10½	10½	14½
340 "	20	23½	30½	52 70	17½	17½	11½	18½	11	14½	13	17	17	14½	10¾	10¾	15
350 "	20	24	31	53 55	18	17½	12	18½	11½	14½	13	17	17	15	11	11	15½
360 "	20½	24½	31	56 10	18½	18	12½	18½	11½	15	13	17	17	15	11½	11½	16
370 "	21	25	31½	56 95	18½	18½	12¾	19	11¾	15	13	17	17	15	11½	11½	16½
380 "	21½	25½	32	57 80	19	19	13	19½	12	15	14	17½	17½	15	11¾	11¾	16½
390 "	22	26	32½	58 65	19	19½	13½	20	12	15½	14	17½	17½	15½	11¾	11¾	17
400 "	22½	27	33	59 50	19½	20	13½	20	12½	15½	14	17½	17½	15½	12	12	17
410 "	23	27½	33½	60 15	19½	20½	13¾	20½	12½	16	14	18	18	15½	12¼	12¼	17½
420 "	23½	28	34	61 00	20	21	14	21	12¾	16	14½	18	18	15½	12½	12½	18
430 "	24	28½	34½	61 85	20	21½	14¼	21½	13	16½	14½	18	18	16	12¾	12¾	18½
440 "	24½	28½	35	62 70	20½	22	14¼	21½	13¼	16½	14½	18½	18½	16	13	13	18½
450 "	25	29	35	63 55	20½	22	14½	22	13½	16½	14½	18½	18½	16	13¼	13¼	18½
460 "	25½	29½	35½	64 10	20½	22½	14¾	22	13½	17	15	18½	18½	16	13½	13½	18½

[1] *Governed by* the Western Classification.

1. Wisconsin

This state does not prescribe any maximum class or commodity rates, approving such schemes as may be filed by the carriers; that is, the carriers initiate the rates in the first instance, file them with the commission, who, if they find them to be reasonable and non-discriminatory, approve them and pass them to their files. Changes in existing rates can be made only after the sanction of the Wisconsin Commission has been obtained.

The minimum charge rule of the Western Classification applies on single shipments.

2. South Dakota

The activities of this state in so far as matters pertaining to interstate traffic are concerned is best noted from the 1914 Annual Report of the Railroad Commissioners of that state, this reading in part that "under the requirements of the law, all tariffs affecting traffic moving within, to and from points in South Dakota must be filed with the commission thirty days before becoming effective, and all tariffs immediately upon receipt are carefully checked with a view to determining the extent and nature of changes. If advances in rates or charges in rules or regulations of consequence are proposed, commercial interests affected are promptly given full information, and if objection is made and the matter is considered of sufficient public interest, such rates are suspended if affecting interstate traffic, pending an investigation of their reasonableness, as authorized under Section 21, Chapter 217, of the 1914 Session Laws. And if affecting interstate traffic, complaint is filed with the Interstate Commerce Commission

against the operation of such rates and request made for suspension, pending an investigation of their reasonableness. In such cases the burden is upon the carriers to show that their proposed rates are just and reasonable. Closest scrutiny of tariffs is necessary as increases can be effected by the compilation of, or addition to, a rule or regulation, as well as in a rate or classification rating."

From the foregoing it will be noted that this state prescribes no maximum rates, and, as is the case with Wisconsin, carriers initiate the rates subject to the approval and sanction of the Railroad Commissioners of South Dakota.

Representative class rates applying between points on the Pierre, Rapid City & Northwestern Railway and also the distances between the principal points on this line, are indicated in Tables 12 and 13.

For the first one hundred miles the rates are based on five mile rates of progression, from one hundred to three hundred miles on ten mile rates of progression and on twenty mile rates of progression for distances over three hundred miles.

These rates are considerably higher than the Nebraska state rates, due largely to the traffic characteristics of this state, the volume of tonnage being considerable less than that of Nebraska. This combined with increased operating costs justifies the higher scale.

In conjunction with this table, there is also reproduced a distance table giving the distances between the various points on the Pierre, Rapid City & North-

NOTE—When rates are not shown in this table for the exact distance, the rates given for the next greater distance will prevail.

Group 1. Wheat, flour, flax-seed, millet and hungarian.
Group 2. Corn, oats, barley and other grain and mill-stuffs.
*Group 3. Lumber and articles taking lumber rate.
Group 4. Salt, lime, cement, plaster, stucco.
Group 5. Horses and mules.
Group 6. Cattle and calves.
Group 7. Hogs; single deck.
Group 8. Sheep and goats; single deck.
Group 9. Hard coal.
Group 10. Soft coal.
Group 11. Mine props and cordwood.

Minimum weights—live stock.	Horses and mules.	Cattle and calves.	Hogs, S. D.	Sheep, S. D.
Cars 30 feet	19,400	18,400	14,300	9,700
Cars 30 feet 6 inches	19,700	18,700	14,600	9,800
Cars 31 feet	20,000	19,000	15,000	10,000
Cars 31 feet 6 inches	20,300	19,300	15,300	10,300
Cars 32 feet	20,600	19,600	15,400	10,300
Cars 32 feet 6 inches	20,900	19,900	15,700	10,500
Cars 33 feet	21,200	20,100	15,900	10,600
Cars 33 feet 6 inches	21,600	20,500	16,200	10,800
Cars 34 feet	21,800	20,700	16,400	10,900
Cars 34 feet 6 inches	22,200	21,100	16,700	11,100
Cars 35 feet	22,600	21,500	16,900	11,300
Cars 35 feet 6 inches	22,900	21,800	17,200	11,400
Cars 36 feet	23,200	22,000	17,400	11,600

*For list of articles taking lumber rate and articles taking higher than lumber rate, see Amendment No. 1 to this issue.

NOTE—To find the rate on any article: First, refer to classification and find the class to which the article belongs. Second, refer to the schedule for the rate in the given class for the desired distance. If the exact distance is not given in the schedule, use the next greater. Third, carefully read the Rules and Regulations to make sure that the rate found is not modified. Fourth, to find the rate on commodities shown in groups in the schedules, refer to columns under corresponding numbers for the desired distance.

The Legislative enactment authorizing the issuance of this schedule of rates repeals all acts of the Legislature in conflict therewith.

TABLE 13

Distance Rates Applicable between Points on the Pierre, Rapid City & Northwestern Railway

Miles	Rates in Cents per 100 Pounds									
	Classes[1]									
	1	2	3	4	5	A	B	C	D	E
5	13	11	9	7	6	6	5	4	3	2.5
10	16	13	11	9.5	7	7	5.5	4.5	3.5	3
15	18	15	12.5	11	8.5	8	6.5	5.5	4	3.5
20	20	17	14.5	12	9.5	9	7.5	6	4.5	4
25	22	19	16.5	13.5	10.5	9.5	8	6.5	5	4.5
30	25	22	18.5	15	12	11	9	7.5	6	5
35	27	24	20	16	13.5	12.5	10.5	8.5	6.5	5
40	29	25	21	18	14.5	13.5	11.5	9.5	7	5.5
45	31	27	23	19	16	15	13	10.5	7.5	6
50	33	29	25	20	17	16	13.5	11	8	6
55	35	30	26	22	19	17	14	11.5	8.5	6.5
60	37	32	28	24	21	18	14.5	12	9	6.5
65	39	34	30	26	22.5	19	15	12.5	9.5	7
70	41	36	31	27	24	20	16	13	10	7
75	43	38	33	28	26	22.5	17	13.5	10.5	7.5
80	45	39	34	29	27	23.5	17.5	14	11	7.5
85	47	41	36	30	27.5	24	18	14.5	11.5	8
90	49	43	37	31	28.5	24.5	19.5	15	12	8
95	51	45	39	32	29.5	25.5	20.5	16	12.5	8
100	53	47	41	33	30.5	26.5	21	17	13	8.5
110	57	49	43	34	31.5	27.5	22	18	13.5	9
120	60	52	45	36	32.5	28.5	22.5	19	14	9.5
130	63	55	48	38	33.5	29.5	23	20	14.5	10
140	67	59	51	40	34.5	30.5	24	21	15	10.5
150	70	62	53	43	36.5	32.5	25	21.5	15.5	11
160	74	64	55	46	38.5	33.5	26	22.5	16	11.5
170	78	68	57	49	40	35	27	23	17	12
180	80	68	57	49	40	36	28	24	18	12
190	82	70	57.5	49	41	37	29	25	19	12
200	84	71.5	59	50	42	38	29	26	20	13
210	86	73	60	52	43.5	39	31	27.5	21	14
220	88	75	62	54	45	40	33	29	22	15
230	90	76	63	54	45	41	33	29	22	15
240	92	77	65	55	46	42	33	29	22	15
250	94	80	66	57	47	43	34	29	22	15
260	96	83	67	58	48	44	35	29	22	15
270	98	85	69	60	49	45	36	29.5	22	15
280	100	87	71	62	50	46	37	30	23	16

[1] Governed by the Western Classification.

TABLE 13—Continued

Miles	Rates in Cents per 100 Pounds									
	Classes									
	1	2	3	4	5	A	B	C	D	E
290.....	102	90	73	64	51	47	38	31	24	17
300.....	104	93	75	66	52	48	39	32	25	18
320.....	107	95	78	68	54	49	40	33	26	19
340.....	110	98	81	70	56	50	41	34	27	20
360.....	113	101	84	72	58	51	42	35	28	20.5
380.....	116	104	87	74	60	52	43	36	29	21
400.....	119	107	90	76	62	53	44	37	30.5	21.5
420.....	122	110	92	77	63	54	45	37.5	31	22
440.....	125	112	94	78	64	55	46	38	31.5	22.5
460.....	128	114	96	79	65	56.5	47	38.5	32	23
480.....	131	115	98	80	66	58	48	39	32.5	23.5
500.....	134	116	100	81	67	59.6	49	39.5	33	24
520.....	137	118	102	82	68	61	50	40	33.5	24.5

western Railway, these distances governing intrastate movements within the state of Dakota.

(a) Minimum Charge Rule

The following rule is to be observed in so far as the minimum charge on small shipments is concerned. The minimum charge on a single shipment of one or more classes shall be the charge for 100 pounds at the third-class rate, but in no case will the charge for any single shipment be less than 25 cents. Packages marked for two or more parties cannot be accepted as a single shipment.

(b) Combination Rates

In connection with the construction of joint rates, the following rule has been established and frequently has to be applied. Where the through rate named between stations east of the Missouri River and stations

west of the Missouri River exceeds the combination of local rates based on Pierre (that is, the rates between the stations easts of the Missouri River and Pierre plus the rates between Pierre and the stations west of the Missouri River), the combination of local rates will govern.

(c) Commodity Rates

In Table 14 are reproduced the existing commodity rates established by the same line and applying between the same points on South Dakota intrastate traffic. It will be noted that the items comprising this for the most part contemplate that traffic which constitutes the greater part of the resources of the state.

TABLE 14

COMMODITY RATES APPLICABLE BETWEEN POINTS ON THE PIERRE, RAPID CITY & NORTHWESTERN RAILWAY IN SOUTH DAKOTA

Miles	In Cents per 100 Pounds (Except as Noted)										
	Items[1]										
	1	2	3	4	5	6	7	8	9	10	11
	Wheat	Other Grains	Lumber—Interstate Shipments Only	Horses or Mules—In Dollars and Cents per Standard Car	Sheep—D. D.	Hogs—S. D.	Sheep—S. D.	Emigrant Movables—(Westbound or Northbound) Will Also Apply in Any Direction In South Dakota West of the Missouri River	Lumber[1]—Intrastate Shipments Only	Wood[2] for Fuel	Soft Coal—In Dollars and Cents per Ton of 2,000 Pounds
5 ...	5	5	5	10	4.5	6	5.5	5	3	2.5	.674
10 ...	6	5	5	12	5.5	6.5	6	5.5	4	2.5	.674
15 ...	7	6	6	14	6.5	8	7	5.5	4.5	3	.75
20 ...	8	7	7	16	7.5	9.5	8.5	6	5	3	.80
25 ...	8	7	7	17	8	10	9	6	5.5	3.5	.95
30 ...	9	7	7	18	8.5	10.5	9.5	6.5	6	3.5	1.17
35 ...	10	8	8	19	9	11.5	10	7	6.5	4	1.26

[1] Governed by the Western Classification.

TABLE 14—Continued

Miles	In Cents per 100 Pounds (Except as Noted)										
	Items										
	1	2	3	4	5	6	7	8	9	10	11
	Wheat	Other Grains	Lumber—Interstate Shipments Only	Horses or Mules—In Dollars and Cents per Standard Car	Sheep—D. D.	Hogs—S. D.	Sheep—S. D.	Emigrant Movables—(Westmound or Northbound) Will Also Apply in Any Direction in South Dakota West of the Missouri River	Lumber—Intrastate Shipments Only	Wood[a] for Fuel	Soft Coal—In Dollars and Cents per Ton of 2,000 Pounds
40 ...	10	8	8	20	9.5	12	11	8	7	4	1.35
45 ...	11	9	9	21	10	12.5	11.5	9	7.5	4.5	1.35
50 ...	11	9	9	22	10.5	13.5	12	9.5	8	5	1.44
55 ...	12	10	10	23	11	14	12.5	10	8.5	5	1.44
60 ...	12	11	11	24	11.5	14.5	13	10	9	5.5	1.53
65 ...	13	11	11	25	12	15.5	14	11	9.5	6	1.53
70 ...	13	11	11	26	12.5	16	14.5	11	10	6	1.62
75 ...	14	11	12	27	13	16.5	15	11	10.5	6.5	1.62
80 ...	14	12	12	29	13.5	17.5	15.5	12	11	6.5	1.71
85 ...	15	12	13	30	14	18	16	12	11.5	7	1.71
90 ...	16	12	13	32	14.5	18.5	17	13	12	7	1.80
95 ...	17	12	13	34	15	19.5	17.5	13	12.5	7	1.80
100 ...	17	13	14	36	15.5	20	18	14	13	7.5	1.89
110 ...	18	14	14	37.5	16.5	21	19	14	13.5	7.5	1.89
120 ...	19	15	15	39	17	21.5	19.5	14	14	8	2.07
130 ...	20	15	16	40	17.5	22.5	20	14	14.5	8	2.25
140 ...	22	17	17	42	18.5	23.5	21	14.5	15	8.5	2.25
150 ...	23	18	18	43	19	24	21.5	14.5	15.5	8.5	2.43
160 ...	24	19	19	44	20	25.5	23	15	16	9	2.43
170 ...	24	19	20	45	20.5	26	23.5	15	16.5	9	2.61
180 ...	25	20	21	46	21	26.5	24	15	17	9	2.61
190 ...	25	20	21	47	21.5	27.5	24.5	15	17.5	9.5	2.79
200 ...	26	21	22	48	22	28	25	15	18	9.5	2.79
210 ...	26	21	22	49	22.5	28.5	26	15.5	19	9.5	2.97
220 ...	27	22	23	50	23	29.5	26.5	15.5	19	10	2.97
230 ...	27	22	23	51	23.5	30	27	16	20	..	3.15
240 ...	28	23	24	52	24	30.5	27.5	16	20	..	3.15
250 ...	28	23	24	53	24.5	31.5	28	16	21	..	3.15
260 ...	28	23	24	54	25.5	32	29	16.5	21	..	3.15
270 ...	28	23	24	55	26	32.5	29.5	16.5	22	..	3.33
280 ...	29	24	25	56	26.5	33.5	30	17	22	..	3.33

TABLE 14—Continued

Miles	In Cents per 100 Pounds (Except as Noted)										
	Items										
	1	2	3	4	5	6	7	8	9	10	11
	Wheat	Other Grains	Lumber—Interstate Shipments Only	Horses or Mules—In Dollars and Cents per Standard Car	Sheep—D. D.	Hogs—S. D.	Sheep—S. D.	Emigrant Movables—(Westmound or Northbound) Will Also Apply In Any Direction In South Dakota West of the Missouri River	Lumber[1]—Intrastate Shipments Only	Wood[2] for Fuel	Soft Coal—In Dollars and Cents per Ton of 2,000 Pounds
290 ...	30	24	25	57	27	34	30.5	17	23	..	3.51
300 ...	30	25	26	58	27.5	34.5	31	17	23	..	3.51
310 ...	..	..	..	..	...	...	...	...	..	..	3.69
320 ...	30	25	26	60	28	35.5	32	18	24	..	3.69
330 ...	..	..	..	..	...	...	...	...	..	..	3.69
340 ...	31	26	27	62	29	36.5	33	20	25	..	3.69
350 ...	..	..	..	..	...	...	...	...	..	..	3.87
360 ...	32	27	28	64	30.5	38.5	35	22.5	26	..	3.87
370 ...	..	..	..	..	...	...	...	...	..	..	4.05
380 ...	34	29	30	67	31.5	40	36	23	27	..	4.05
390 ...	..	..	..	..	...	...	...	...	..	..	4.23
400 ...	38	33	33	69	32.5	41.5	37	24.5	28	..	4.23
420 ...	42	37	37	72	33.5	42.5	38.5	26	..	..	...
440 ...	46	41	41	74	34.5	44	39.5	28	..	..	...
460 ...	50	45	45	76	35.5	45.5	41	29.5	..	..	...
480 ...	52	47	47	78	36.5	46.5	41.5	31	..	..	...
500 ...	54	49	50	80	37	46.5	42	33	..	..	...
520 ...	56	51	53	82	38	48	48	43	..	..	...

[1] On all lumber passing over the Pierre and Fort Pierre Bridge Railway, a charge of one per cent per hundred pounds in addition to these rates will be made.

[2] Rates named herein on wood for fuel are not applicable to or from stations in South Dakota, east of the Missouri River.

CHAPTER VII

INTERSTATE RATES

1. To Missouri River Rate Territory

There is, in all probability, no rate adjustment that has been given more consideration or that has been investigated by the Commission more thoroughly than that used in establishing rates from eastern points to Missouri River Crossings.

The boundaries of this territory are formed by the Mississippi and Missouri rivers and at a number of the more important places there have been built bridges over which the carriers cross into the adjoining states to reach their termini or to connect with other carriers. From East St. Louis, Ill., to East Dubuque, Ill., on the Mississippi River, there are thirteen points at which the railroads cross the river, while from Kansas City, Mo., to Sioux City, Ia., eight bridges span the Missouri River. The immense volume of traffic handled via these routes and the strong competition of markets for commercial supremacy in this trade have led to the designing of a peculiar rate adjustment.

While distance is always a factor in the construction of rates, and frequently a controlling factor, the elements of competition between the carriers for a portion of the traffic or between the markets of production for the supremacy of trade frequently lead to the making of adjustments in which distance is to a large extent

disregarded. In no adjustment in the country, perhaps, is this fact illustrated to better advantage than in the so-called Missouri River rate situation.

The traffic that originates in the states in the Central West which lie west of the Mississippi River is confined largely to the products of agriculture, the products of mines, and the products of animals. Manufacturing is not engaged in to an appreciable extent, and thus the people in this section are forced to look to other sections of the country for manufactured articles.

While the traffic moving between points located within this territory is of a negligible quantity as contrasted with the whole, the immense volume of traffic originating at or destined to other sections of the country forces the rates via all carriers to a common level and compels the more circuitous routes to disregard the factor of distance.

The controlling factor in the adjustment is the short-line distance between points on the Mississippi River and points on the Missouri River, the shortest being that between Hannibal, Mo., and St. Joseph, Mo. The distance between these points is slightly less than 200 miles. For this distance a scale of rates as follows is provided.

Classes	1	2	3	4	5	A	B	C	D	E
Rates	60	45	35	27	22	24½	19½	17	13½	11

From the map on page 83, it may be easily seen that the distance to Kansas City from upper Mississippi River Crossings is greatly in excess of the distance via the short line. The distance, in fact, via some of the more circuitous routes is over 700 miles, and it necessarily follows that, unless the circuitous routes were to

The distances shown on this map are the short-line distances between the Mississippi River Crossings and New York. Only the more important routes between the Mississippi River and the Missouri River are shown.

equalize the rates of the direct lines, the traffic to Kansas City, for example, would be forwarded via the route via which the lowest scale of rates was in effect.

In the construction of rates from Trunk Line and New England territories, it will be recalled that the rate applying from such points of origin to East St. Louis was extended to apply to all Mississippi River Crossings on traffic destined beyond, thereby placing all river crossings on an equality.

The rates to the Mississippi River Crossings being equal, it follows with equal force that such a line as the Illinois Central, which operates from Chicago to Omaha, where it connects with some Missouri River lines in gaining an entrance to Kansas City, must of necessity place its rates via this route on a parity with those via the more direct lines in order to participate in the traffic to such Missouri River points.

Inasmuch as this procedure is followed via all routes between all Mississippi and Lower Missouri river crossings there is established the following scale of rates:

Classes	1	2	3	4	5	A	B	C	D	E
Rates	60	45	35	27	22	24½	19½	17	13½	11

These rates are applied as local rates between all Mississippi and Missouri river crossings.

(a) Rates to and from States within Western Trunk Line Territory

The foregoing illustrates the adjustment employed within Western Trunk Line Territory as applied to Missouri River traffic. This rate so established is used as a factor in establishing rates to and from other terri-

tories under what is known as a differential basis; and before going further, it is quite proper that this term be thoroughly understood.

Usually, in such adjustments, adjoining territories are divided into groups or zones, the through rates from each zone increasing slightly as the distance from the point of destination increases. Reference to Map 10[1] will show that the greater portion of the State of Illinois is divided into three irregular zones or groups, which are designated as the St. Louis rate group, the Peoria rate group, and the Chicago rate group; similarly the territory lying north of the Illinois-Wisconsin and the Iowa-Minnesota state lines is divided into groups.

A comparison of the rates from these several groups will develop slight differences in all classes. For example, the rates from Peoria are the following figures higher on the first five classes than the rates from St. Louis: 10, 10, 5, 2½, 2½. The rates from Chicago are the following figures higher on the first five classes than the rates shown from St. Louis: 20, 20, 10, 5, 5.

These figures are known as differentials and must not be confused with local rates, for in many instances the rates from any point in these groups to the Mississippi River would greatly exceed these differentials. For example, the rates from Chicago to East St. Louis are as follows:

Classes	1	2	3	4	5	6	7	8	9	10
Rates	43.3	35.2	27.5	22	17.6	16.6	15.1	13.5	10.7	9.6

The above rates are the highest rates from Chicago to any of the Mississippi River Crossings, while the lowest

[1] Atlas of Traffic Maps.

rates from Chicago are those to Savanna, Ill., which are as follows:

Classes	1	2	3	4	5	6	7	8	9	10
Rates	35.3	27.8	21.7	17.4	14	13.3	12.4	10.3	8.2	7.4

These rates are in all cases much higher than the differences existing between the through rates assigned to the various groups.

An adjustment such as this places the markets of the surrounding territory on a relative equality and eliminates in a great measure the disability of location of some of the important manufacturing centers. Jobbers and manufacturers in St. Louis would, by reason of the adjustment used in establishing rates within the territory, have an overwhelming advantage over those located at more distant points from the river crossings, were the adjustment not to be equalized in some way. Shipments of first-class freight from Chicago to Kansas City, Mo., via St. Louis, for example, would be charged on the basis of the local rate, 43.3 cents, to East St. Louis and 60 cents beyond, or a total of $1.033, and the cheapest route would be through Savanna, Ill., via which the through rate would be 95.3 cents. In either case, the St. Louis merchants would have a substantial advantage, and while St. Louis has the advantage of location, the benefits of which it is entitled to, the difference in the rates from St. Louis and those from other natural competing markets should not be such as to restrict the consumer to the St. Louis market alone, but, on the contrary, such as to afford him as wide a field as is possible.

Such relief is afforded by extending (blanketing) the application of the St. Louis rates (Mississippi River

Crossings) over into Illinois, by establishing rates from other large producing centers on a relative basis, and by using the rate so established as a blanket rate applicable from a large territory or zone.

Grouping of Territory

The following shows the authorized boundaries of some of these groups or zones. In actual practice, however, the tariff or territorial directory should be consulted for this information.

OMAHA TO KANSAS CITY, INCLUSIVE

Chicago Rate Territory

The eastern boundary line is the line of the Chicago & Eastern Illinois Railroad, Chicago to Danville; thence to Tuscola; thence via the Illinois Central Railroad through Mattoon and Neoga to Effingham; and thence via the Vandalia Railroad to but not including East St. Louis.

Chicago rates apply west of and including Hammond and Whiting, Ind., on the Chicago Terminal Transfer Railroad, Chicago Junction Railway, Michigan Central Railroad, and Chicago & Eastern Illinois Railroad on all traffic to or from Missouri River points, Omaha to Kansas City, both inclusive, and beyond.

The western boundary line is the eastern boundary line of Peoria rate territory.

Peoria Rate Territory

The eastern boundary line is the line of the Chicago & North-Western Railway, from Galt, Ill., to Sterling, Ill.; thence via the Chicago, Burlington & Quincy Railroad to

Amboy; thence via the Illinois Central Railroad, through Mendota, LaSalle, Wenona, El Paso, Bloomington, Clinton, and Decatur, to Pana; thence via the Cleveland, Cincinnati, Chicago & St. Louis Railway to Litchfield; and thence via the Illinois Central Railroad through Alhambra to but not including Glen Carbon; also including Ancona, on the Atchison, Topeka & Santa Fe Railway.

The western boundary line is the eastern boundary line of the Mississippi River rate territory.

Exceptions.—Peoria rates also apply from Ottawa, LaSalle, Streator, Marseilles, Rockford, Dixon, Freeport, Oregon, Sycamore, and DeKalb, Ill., on the following commodities (which are manufactured at those points) only: Agricultural implements, bottles, brick, buckwheat flour, building tile, clothing, ditch cleaners, glass (all kinds), harness (boxed), hay machinery, lamp chimneys, organs, pianos, post hole diggers, pumps, roofing tile, sand, sewer pipe, stoneware, strawboard, strawboard egg case fillers, straw wrapping paper, vehicles, well-boring machinery, and windmills.

Peoria rates also apply from Beloit, Wis., and Rockton, Ill., on wrapping paper and strawboard.

The above commodity rate basis applies to all points west of the Mississippi River, on and south of a line drawn from Sabula via Chicago, Milwaukee & St. Paul Railway to Tama, Iowa, and thence via Chicago & North-Western Railway to Omaha, also including Missouri River points south thereof.

Mississippi River Rate Territory

The eastern boundary line is from Dubuque, Iowa, thence via the Chicago, Burlington & Quincy Railroad, to Savanna, Ill.; and thence via the Chicago, Burlington

& Quincy Railroad, through Fulton (including points on the Chicago & North-Western Railway, from Morrison to East Clinton), Denrock, Barstow, Rio, Galesburg, Abingdon, and Bushnell, to East St. Louis, Ill., including also Edwardsville and Glen Carbon; it is understood that in case the use of these rates enables parties to reduce established through rates, the said rates shall be restricted to local business.

Exceptions.—Mississippi River rates apply from Kewanee, Ill., on the following commodities manufactured at that point: Boilers, heating material, castings, wrought-iron pipe, and shoveling boards, C. L. and L. C. L.; scrap iron, slag, and cinders, C. L.

Mississippi River rates apply on iron and steel products from Springfield, Ill., westbound only.

Mississippi River rates apply on scrap iron to Kewanee, Ill., brick from Herman, London Mills, and Wataga, Ill., drain tile from Wataga, Ill., agricultural implements, pumps, and shoveling boards from Galva, Ill., and wheat for milling purposes to Litchfield, Jacksonville, Springfield, and Carlinville, Ill.

SIOUX CITY

Chicago Rate Territory

The southern and eastern boundary line is the line of the Chicago & Eastern Illinois Railroad, Chicago to Danville; thence to Tuscola; thence via the Illinois Central Railroad, through Mattoon and Neoga to Effingham; and thence via the Vandalia Railroad to and including East St. Louis and St. Louis.

Chicago rates apply west of and including Hammond and Whiting, Ind., on the Chicago Terminal Transfer

Railroad, Chicago Junction Railway, Michigan Central Railroad, and Chicago & Eastern Illinois Railroad.

The western boundary line is the west bank of the Mississippi River, St. Louis to but not including Burlington, Iowa, and the eastern boundary line of the Mississippi River rate territory described below.[2]

Mississippi River Rate Territory

The eastern boundary line is the east bank of the Mississippi River, East Burlington to East Dubuque, both inclusive.

Exception.—A commodity rate of 26¼ is authorized on the following commodities only: Agricultural implements classified as Class A, Western Classification; farm and common spring wagons (not pleasure or passenger vehicles), shoveling boards, pumps, and windmills, C. L., from Ottawa, Streator, Marseilles, Rockford, Dixon, Freeport, Oregon, Sycamore, DeKalb, Canton, Galesburg, Monmouth, Abingdon, Galva, and Dallas, Ill.

MISSOURI RIVER POINTS

Table 15 shows certain points located on or adjacent to the Missouri River which are accorded the benefit of the Missouri River rates under the tariffs of the Western Trunk Line Committee. It should be understood, however, that if other committees or roads publish rates to this territory, the number of points to which the rates are applied, may be restricted or extended. For example, in the Traffic Glossary[3] will be found a description of

[2] See exception under Mississippi River rate territory above.

Missouri River Crossings by the Western Trunk Line, Western Division, and the Central Freight Association which differs from that shown in Table 15.

TABLE 15

LIST OF MISSOURI RIVER STATIONS FROM AND TO WHICH RATES APPLY

NAME	GROUP[1]	NAME	GROUP
Argentine, Kan.	A	Leavenworth, Kan.	A
Armourdale (Kansas City, Kan.)	A	Leeds, Iowa	C
Armstrong, Kan.	A	Level Siding, S. D.	D
Atchison, Kan.	A	Nebraska City, Neb.	B
Big Blue Jct., Mo.	A	Omaha, Neb.	B
Congo, Mo.	A	Sheffield, Mo.	A
Council Bluffs, Iowa	B	Sioux City, Iowa	C
Fort Leavenworth, Kan.	A	Sioux Falls, S. D.	D
Kansas City, Kan.	A	South Omaha, Neb.	B
Kansas City, Mo.	A	St. Joseph, Mo.	A
		Sugar Creek, Mo.	A

[1] The group letters refer to those used in connection with the rates shown in Table 16.

Through rates to the Missouri River Crossings from points in adjoining territories are constructed on the differential adjustment.

The rates between Mississippi River and Kansas City, Omaha, and Missouri River Points, being:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials	60	45	35	27	22	24½	19½	17	13½	11

Rates between Peoria Territory and Missouri River Points are made the following differentials over St. Louis:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials	10	10	5	2½	2½	3¾	3¾	2½	2½	2½
Example:										
St. Louis Rate	60	45	35	27	22	24½	19½	17	13½	11
Differentials	10	10	5	2½	2½	3¾	3¾	2½	2½	2½
Peoria Rate	70	55	40	29½	24½	28¼	23¼	19½	16	13½

Rates between Chicago Territory and Missouri River Points are made the following differentials over St. Louis:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials	20	20	10	5	5	7½	7½	5	5	5
Example:										
St. Louis Rate	60	45	35	27	22	24½	19½	17	13½	11
Differentials	20	20	10	5	5	7½	7½	5	5	5
Chicago Rate	80	65	45	32	27	32	27	22	18½	16

Rates between St. Paul Territory and Omaha Territory are the same as the Chicago-Omaha rate.

Rates between St. Paul Territory and Kansas City Territory are made the following differentials over the St. Paul-Omaha rate.

Classes	1	2	3	4	5	A	B	C	D	E
Differentials	5	4	3	2	1	2	1	1	1½	1
Example:										
Omaha Rate	80	65	45	32	27	32	27	22	18½	16
Differentials	5	4	3	2	1	2	1	1	1½	1
Through Rate	85	69	48	34	28	34	28	23	20	17

Rates between Duluth Territory and Omaha Territory are the same as the Chicago-Omaha rate.

Rates between Duluth Territory and Kansas City Territory are made the following differentials over Duluth-Omaha rates.

Classes	1	2	3	4	5	A	B	C	D	E
Differentials	14	11	8	5	4	5	4	3	3½	3
Example:										
Omaha Rate	80	65	45	32	27	32	27	22	18½	16
Differentials	14	11	8	5	4	5	4	3	3½	3
Through Rate	94	76	53	37	31	37	31	25	22	19

Rates between Memphis Territory and Omaha Territory are made the following differentials over the Memphis-Kansas City rate.

Classes	1	2	3	4	5	A	B	C	D	E
Differentials	2	2	2	2	2	2	2	3	4	4
Example:										
Kansas City Rate	80	65	45	32	27	32	27	22	18½	16
Differentials	2	2	2	2	2	2	2	3	4	4
Through Rate	82	67	47	34	29	34	29	25	22½	20

Rates between Memphis Territory and Kansas City Territory are the same as the Chicago-Kansas City rates.

Rates between Eau Claire Territory and Missouri

River Territory are made the following differentials over the Chicago-Missouri River rates:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials	10	9	8	7	6	6	5	5	5	4
Example:										
Chicago Rate	80	65	45	32	27	32	27	22	18½	16
Differentials	10	9	8	7	6	6	5	5	5	4
Through Rate	90	74	53	39	33	38	32	27	23½	20

Rates between Mississippi River (as a proportional proposition) and Kansas City and Omaha territories are made the same as the St. Louis-Omaha or Kansas City rates, except the 55 cent scale of rates, which were ordered in by the Interstate Commerce Commission and which are as follows:

1	2	3	4	5	A	B	C	D	E
55	41	32	24	20	22	18	15	12	10

Rates between Chicago, Peoria, and St. Louis territories and Sioux City are the Chicago-Omaha rates.

Rates between St. Paul Territory and Sioux City are on an arbitrary basis, classes 1, 3, 4, and C being the St. Louis-Omaha rates; and classes 2, 5, and B being the Chicago-St. Paul rates.

Rates between Duluth Territory and Sioux City are the St. Paul-Omaha rates.

Rates between Eau Claire Territory and Sioux City are the St. Paul-Sioux City rates plus the following differentials:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials	20	15	10	5	5	5	5	5	3½	3½
Example:										
St. Paul Rate	60	50	35	27	20	24	20	17	15	12
Differentials	20	15	10	5	5	5	5	5	3½	3½
Eau Claire Rate	80	65	45	32	25	29	25	22	18½	15½

Rates between Mississippi River (as a proportional proposition) and Sioux City, Iowa, are the Mississippi River-Omaha rates:

Rates between Chicago Territory and Sioux Falls are made 104 per cent of the Chicago-Sioux City rates:

Example:

Classes	1	2	3	4	5	A	B	C	D	E
Sioux City Rate	90	65	45	32	27	32	27	22	14½	14
104% or Sioux Falls Rate	93	67½	47	33½	28	33½	28	23	14½	14½

Rates between Peoria Territory and Sioux Falls, and between St. Louis Territory and Sioux Falls are made the same as Chicago Territory-Sioux Falls rates.

Rates between St. Paul-Duluth territories and Sioux Falls are made the same as St. Paul-Sioux City or St. Paul-Omaha rates, whichever is lower:

Example:

Classes	1	2	3	4	5	A	B	C	D	E
Sioux City Rate	90	50	35	27	20	24	20	17	13	12
Omaha Rate	90	65	45	32	27	32	27	22	14½	14

This is the general basis, but it is deviated from at times.

Rates between Eau Claire Territory and Sioux Falls are made the following differentials over the St. Paul-Sioux City rates:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials	20	15	10	5	5	5	5	5	1½	2½

Example:

Classes	1	2	3	4	5	A	B	C	D	E
St. Paul-Sioux City Rate	90	50	35	27	20	24	20	17	13	12
Differentials	20	15	10	5	5	5	5	5	1½	2½
Eau Claire Sioux Falls Rate	90	65	45	32	25	29	25	22	14½	14½

Rates between Mississippi River Territory (as proportional proposition) and Sioux Falls are made the same differentials under Chicago-Sioux Falls rates as East Mississippi River-Sioux City proportional rates are less than Chicago-Sioux City rates.

Example:

Classes	1	2	3	4	5	A	B	C	D	E
Chicago-Sioux City Rate	80	65	45	32	27	32	27	22	18½	16
Mississippi River-Sioux City Rate	55	41	32	24	20	22	18	15	12	10
Differentials	25	24	13	8	7	10	9	7	6½	6

Example:

Chicago-Sioux Falls Rate	83	67½	47	33½	28	33½	28	23	19½	16½
Differentials	25	24	13	8	7	10	9	7	6½	6
Mississippi River-Sioux Falls Rate	58	43½	34	25½	21	23½	19	16	13	10½

TABLE 16

Extract from Western Trunk Line Tariff No. 1-J Showing the Class Rates Applying Between the Various Groups and Missouri River Points Shown as Taking the Above Lettered Groups in Table No. 15

Between	And Missouri River Groups	Rates in Cents per 100 Pounds									
		Class[1]									
		1	2	3	4	5	A	B	C	D	E
St. Louis	A	60	45	35	27	22	24½	19½	17	13½	11
	B	60	45	35	27	22	24½	19½	17	13½	11
	C	80	65	45	32	27	32	27	22	15½	16
	D	83	67½	47	33½	28	33½	25	23	19½	16½
Peoria	A	70	55	40	29½	24½	28¾	22¾	19½	16	13½
	B	70	55	40	29½	24½	28¾	23¾	19½	16	13½
	C	80	65	45	32	27	32	27	22	15½	16
	D	83	67½	47	33½	28	33½	25	23	19½	16½
Chicago	A	80	65	45	32	27	32	27	22	18½	16
	B	80	65	45	32	27	32	27	22	18½	16
	C	80	65	45	32	27	32	27	22	18½	16
	D	83	67½	47	33½	28	33½	25	23	19½	16½
St. Paul	A	85	69	48	34	28	34	26	23	20	17
	B	80	65	45	32	27	32	27	22	18½	16
	C	60	50	35	27	20	24	20	17	15	12
	D	57	47½	34	25½	20	22½	19	17	15	12
Duluth	A	94	76	53	37	31	37	31	25	22	19
	B	80	65	45	32	27	32	27	22	18½	16
	C	80	65	45	32	27	32	27	22	18½	16
	D	80	65	45	32	27	32	27	22	18½	16
Memphis	A	80	65	45	32	27	32	27	22	18½	16
	B	82	67	47	34	29	34	29	25	22½	20
	C	No published through rates.									
	D	No published through rates.									
Eau Claire	A	90	74	53	39	33	38	32	27	23½	20
	B	90	74	53	39	33	38	32	27	23½	20
	C	80	65	45	32	25	29	25	22	18½	15½
	D	80	65	45	32	25	29	25	22	18½	15½

[1] Governed by the Western Classification.

(b) Rates to and from Central Freight Association Territory

The preceding pages have illustrated how, by the use of differential rates in connection with the blanket rates established between the Mississippi and Missouri river crossings, the markets of Chicago, Milwaukee, St. Paul, Duluth, etc., are enabled to compete with each other and with other markets more advantageously located.

This adjustment is restricted to Western Trunk Line Territory and with one or two exceptions is not used in establishing through rates from points located outside thereof.

It becomes necessary to establish rates from points located in other territories which in some degree will overcome the advantage that is accorded those located in Western Trunk Line Territory.

Formerly through rates from points east of the Illinois-Indiana State Line were made on the full local combination on the Mississippi River, using the East St. Louis rate to the river crossings and the 60-cent scale west. This adjustment was questioned before the Interstate Commerce Commission and after much deliberation the following scale of rates was established between the Mississippi River Crossings and the Missouri River Crossings (Kansas City to Sioux City) as proportional rates to apply on traffic originating east of the Illinois-Indiana state line.

Classes	1	2	3	4	5	A	B	C	D	E
Rates	55	41	32	24	20	22	18	15	12	10

Proportional rates between the Mississippi River and Sioux Falls are made the same differentials under the

Chicago-Sioux Falls local rates, as the East Mississippi River-Sioux City proportional rates are less than the Chicago-Sioux City local rates. For example:

Classes	1	2	3	4	5	A	B	C	D	E
Chicago-Sioux City	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mississippi River-Sioux City	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Differentials	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Chicago-Sioux Falls	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Differentials	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Taking Indianapolis, Ind., as a representative supplying market in Central Freight Association territory and contrasting the rates through to Missouri River points under the above proportional basis with the rate in effect from Chicago, clearly shows how the adjustment equalizes the disparity which would exist under the combination of locals.

The class rates* from Indianapolis, Ind., to East St. Louis, Ill., are:

Classes	1	2	3	4	5	6
Rates	42	35.5	27.5	23.5	14.5	11.5

Taking a carload of machinery, which commodity is usually rated in carloads at fifth class in the Official and at Class A in the Western, the following rate is obtained:

Indianapolis to East St. Louis	14.5 per 100 lbs.
East St. Louis to Missouri River	22 per 100 lbs.
Through	36.5 per 100 lbs.

* Governed by the Official Classification.

This rate compares favorably, considering the distance and the elements of competition, with the rate of 32 cents from Chicago. If these proportional rates were not established, the through rates would be made on full combination of local rates to and from the Mississippi River. This would result in a rate 7 cents higher on this commodity from Indianapolis, Ind., than from Chicago, Ill.

In connection with these proportional rates, it should be understood that when published by the carriers the extent of their use is specifically indicated in the issues in which they are contained, and it must not be understood that they can be used to defeat such through rates as are published from certain territories. For example, the proportional rates from the river would not be applied on shipments originating at Chicago, Milwaukee, Duluth, or any other points from which differential rates are applied, but only from such points as are located beyond the limits of Western Trunk Line Territory.

(c) Rates to and from Atlantic Seaboard Territory

The rates from Trunk Line and New England territories are established in the same manner as are the rates from Central Freight Association Territory.

Tariffs are published via all lines and routes, including the water lines operating through gulf ports based on the rates to the Mississippi River plus these figures.

CHAPTER VIII

INTERSTATE RATES—Continued

1. To and from Minnesota, Michigan, and Wisconsin

(a) Development

In analyzing this rate structure the short-line distance between some of the more important points will be found of interest. For example, the distance from St. Paul, Minn., to Duluth, Minn., is 153 miles; to Milwaukee, Wis., 325 miles; to Chicago, Ill., 409 miles; to Indianapolis, Ind., 592 miles; to Cincinnati, Ohio, 695 miles; to Buffalo, N. Y., 924 miles; and to New York, N. Y., 1,312 miles.

The adjustment employed in establishing rates to and from the more important points in Wisconsin, Minnesota, and the upper peninsula of Michigan reflects the effect of water competition from various territories; in fact, it is contended by the carriers that the key to this low adjustment is the abnormally low rates made by the boat lines plying the Mississippi River from St. Louis to St. Paul. Rates have been established on a scale as low as 40 cents per 100 pounds for first class, the other classes being adjusted on approximately two thirds of the all-rail routes.

Again, during the season of lake navigation, Chicago rates are applied to Duluth from various points in Trunk Line Territory. The rates via the rail-and-lake lines from New York to Chicago are as follows:

Classes	1	2	3	4	5	6
Rates	65.8	57.3	43.5	30	26.5	22.3

Rates to interior cities in Wisconsin and Minnesota are established on the basis of certain arbitraries over the rates to Duluth and other cities. For example, the lake-and-rail rates to St. Paul are made by adding arbitraries to the rates to Duluth as follows:

Classes	1	2	3	4	5	6
Rates to Duluth	65.8	57.3	43.5	31.8	26.5	22.3
Arbitraries	21	18	13	8	7	5
Rates to St. Paul	86.8	75.3	56.5	39.8	33.5	27.3

(b) Duluth and St. Paul Rate Points

The fact that the group to which a point may be assigned varies greatly according to where the traffic originates or is destined, makes it impracticable to lay down any general grouping which would be adapted to all territories.

The Western Trunk Line Committee, in Tariff No. 5 Series, which names rates between stations in Illinois, Iowa, Missouri, and Wisconsin on the one hand and this territory on the other hand, assigns points to either the Duluth Group or the St. Paul Group, while in Tariff No. 51, which applies to Central Freight Association Territory east of the Indiana-Illinois State Line, seven groups are established to cover practically the same points, viz., Winona, Duluth, St. Paul, Marquette, Michigamme, Houghton, and Hancock.

Grouping of Territory

Chicago, Peoria, and Mississippi River Rate Territories

The descriptions of the Chicago, Peoria, and Mississippi River rate territories are similar to those used

in connection with the establishing of rates between these points and Missouri River territory, which is set forth in Chapter VII.

Between Peoria and Peoria rate points and St. Paul, Chicago rates apply.

St. Louis Rate Territory

On and north of the Vandalia Line, east of St. Louis to St. Elmo, and thence via the Chicago & Eastern Illinois Railroad to Altamont; thence via the Wabash Railroad to Sullivan; and thence via the Chicago & Eastern Illinois Railroad, through Arthur, Tuscola, Sidell, and Danville, to but not including Momence, Ill.

Between St. Louis and points in that group, the rates are made 105 per cent of the rates from Chicago to St. Paul.

Classes	1	2	3	4	5	A	B	C	D	E
Rates	63	52½	42	26	21	26	21	18	15	13½

Points in Southern Illinois

Between points in southern Illinois lying south of the St. Louis, Peoria, and Chicago groups and St. Paul, Minn., various percentages are used in establishing rates, as is illustrated by Table 17, which gives the basis employed in making rates from stations on the Illinois Central Railroad.

(c) Class Rates to St. Paul

To meet competition, the carriers of the Western Trunk Line have arbitrarily established the following scale of rates between Chicago and Chicago rate points on the one hand and St. Paul on the other hand:

Classes	1	2	3	4	5	A	B	C	D	E
Rates	60	50	40	25	20	25	20	17	14	13

TABLE 17

BASIS FOR RATES FROM ILLINOIS CENTRAL STATIONS SOUTH OF ST. LOUIS TERRITORY

Caulton and Arcola	102% of St. Louis rate
Humboldt, Dorans Crossing, and Mattoon	104% of St. Louis rate
Magnet, Neoga, and Aetna	106% of St. Louis rate
Sigel and Effingham	110% of St. Louis rate
Watson, Clio, and Edgewood	112% of St. Louis rate
Laclede and Farina	114% of St. Louis rate
Kinmundy and Alma	116% of St. Louis rate
Tonti and Odin	118% of St. Louis rate
Central City and Centralia	120% of St. Louis rate
Irvington and Richview	122% of St. Louis rate
Ashley and Radom	124% of St. Louis rate
Wallace, Siding, and Shobonier	106% of St. Louis rate
Vernon and Patoka	112% of St. Louis rate
Fairman and Sandoval	118% of St. Louis rate

Points on the St. Louis Division south of Radom take Cairo rates.

(d) Class Rates to Duluth

The rates so fixed to St. Paul are used as a basis in establishing rates to Duluth. From Chicago and Peoria rate territories to Duluth rate territory, rates are made by adding differentials as follows:

Classes	1	2	3	4	5	A	B	C	D	E
St. Paul rates	60	50	40	25	20	25	20	17	14	13
Differentials	5	5	4	3	2	3	2	2	3	3
Rates to Duluth	65	55	44	28	22	28	22	19	17	16

From St. Louis rate territory to Duluth rate territory, rates are made by adding the following differentials to the St. Louis-St. Paul rates:

Classes	1	2	3	4	5	A	B	C	D	X
St. Louis-St. Paul rates	63	52½	42	28	21	28	21	15	15	15½
Differentials	15	13½	11	6	5	6	5	5	5	5½
Rates to Duluth	78	66	53	34	26	34	26	20	20	21

Table 18 shows the rates between some of the more important groups in the state of Illinois on the one hand and both St. Paul and Duluth groups on the other hand.

The differentials applicable from each group may be readily ascertained by subtracting the St. Paul rates from the Duluth rates. These rates are made in conformity with the basis just set forth.

(e) Basis for Rates from Northern Groups—Fox River Territory

This territory is usually divided into three groups: the Oshkosh Group, Eau Claire Group, and Marinette Group.

OSHKOSH GROUP

Rates between Chicago territory and Oshkosh Group points are made the same as Chicago-St. Paul rates.

Rates between Peoria territory and Oshkosh Group points are made the same as Peoria-St. Paul rates.

Rates between St. Louis territory and Oshkosh Group points are made the same as St. Louis-St. Paul rates.

Rates between Cairo territory and Oshkosh Group points are made the same as Cairo-St. Paul rates.

EAU CLAIRE GROUP

Rates between Chicago territory and Eau Claire Group points are made the same as Chicago-St. Paul rates.

Rates between Peoria territory and Eau Claire Group points are made the same as Peoria-St. Paul rates.

Rates between St. Louis territory and Eau Claire Group points are made the same as St. Louis-St. Paul rates.

Rates between Cairo territory and Eau Claire Group points are made the same as Cairo-St. Paul rates.

MARINETTE GROUP

Rates between Chicago territory and Marinette Group points are made the same as Chicago-Duluth rates.

Rates between Peoria territory and Marinette Group points are made the same as Peoria-Duluth rates.

Rates between St. Louis territory and Marinette Group points are made the same as St. Louis-Duluth rates.

Rates between Cairo territory and Marinette Group points are made the same as Cairo-Duluth rates.

(f) Basis for Rates from Northern Groups—La Crosse Territory

Rates between Chicago and La Crosse territories are made the same as Chicago-St. Paul rates.

Rates between Springfield and La Crosse territories are made the same as Peoria-St. Paul rates.

Rates between St. Louis and La Crosse territories are made the same as Chicago-La Crosse rates.

Rates between Danville and La Crosse territories are made the same as East St. Louis-St. Paul rates.

TABLE [illegible]

Class Rates Between Groups in Illinois and Southern Territory on One Hand and St. Paul and Duluth Groups on the Other [illegible]

Between Groups	And Groups	Rates in Cents per 100 Pounds — Classes [illegible]									
		1	2	3	4	5	A	B	C	D	E
Chicago	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Peoria	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
St. Louis	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Cairo	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dubuque	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Charleston	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Shobonier	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Toledo	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Vernon	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Laclede	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Kinmundy	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sandoval	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Centralia	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Irvington	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Mt. Vernon	A (St. Paul)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	B (Duluth)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible] Freight Tariff No. 5 Series of the Western Trunk Lines

[illegible] Governed by the Western Classification.

(g) Rates from and to Points East of Illinois-Indiana State Line

The rates between St. Paul and Duluth and points in Central Freight Association Territory are not made upon any general basis. Combinations of local rates through various junctions are sometimes employed and in other instances the rates are arbitrarily made by the interested carriers.

Table 19 shows the rates to some of the more important points in Central Freight Association Territory.

TABLE 19

CLASS RATES FROM THE WINONA, DULUTH, MARQUETTE, AND HOUGHTON GROUPS TO POINTS IN C. F. A. TERRITORY EAST OF THE ILLINOIS-INDIANA STATE LINE

From Groups	To	Rates in Cents per 100 Pounds					
		Classes[1]					
		1	2	3	4	5	6
Winona	Indianapolis, Ind.	93	78.5	59.5	42	29.5	24
	Columbus, Ohio	103	84.5	65.5	46	34	27
	Youngstown, Ohio	104	85.5	65.5	47	35	28
	Pittsburgh, Pa.	106	87.5	67.5	49	37	30
Duluth	Indianapolis, Ind.	98	82.5	62.5	45	32.5	26
	Columbus, Ohio	108	88.5	67.5	49	37	29
	Youngstown, Ohio	110	90.5	69.5	50	38	30
	Pittsburgh, Pa.	112	92.5	71.5	52	40	32
Marquette	Indianapolis, Ind.	92	78.5	59.5	42	29.5	25.5
	Columbus, Ohio	92	76.5	56.5	40	29.5	24.5
	Youngstown, Ohio	94.5	78	59	41	30	25.5
	Pittsburgh, Pa.	96.5	80	61	43	32	27.5
Houghton	Indianapolis, Ind.	98	82.5	62.5	45	32.5	26
	Columbus, Ohio	108	88.5	67.5	49	37	29
	Youngstown, Ohio	110	90.5	69.5	50	38	30
	Pittsburgh, Pa.	112	92.5	71.5	52	40	32

[1] Governed by the Official Classification and exceptions, Freight Tariff No. 51 of the Western Trunk Lines.

(h) Proportional Rates

Table 20 shows certain proportional rates applying from the St. Paul and Duluth groups to the Ohio River Crossings and lower Mississippi River points. These rates are established to enable the markets to compete for trade with the more advantageously located markets of St. Louis and Chicago. This they would be unable to do were the combination of local rates to and from Chicago or St. Louis to be applied.

TABLE 20

CLASS RATES FROM THE ST. PAUL AND DULUTH GROUPS TO OHIO RIVER CROSSINGS, MEMPHIS, NEW ORLEANS, JACKSON, MISS., AND MERIDIAN, MISS.

From Groups	To	Rates in Cents Per 100 Pounds									
		Classes[1]									
		1	2	3	4	5	A	B	C	D	E
St. Paul	Ohio River Crossings[2]	50	65	52	33	26	33	26	22	19	17
Duluth	Ohio River Crossings[2]	50	68	53	34	26	34	26	22	20	19

		Classes[1]												Per Bbl.
		1	2	3	4	5	6	A	B	C	D	E	H	F
St. Paul	Memphis, Tenn.	115	90	75	61	51	44	31	43	(3)	(3)	(3)	(3)	(3)
Duluth	New Orleans, La.[4]	137	111	87	70	54	49	29	51	(3)	(3)	(3)	..	(3)
	Jackson-Meridian, Miss.	148	124	103	85	70	62	51	53.5	(3)	(3)	56	71	(3)

[1] The Western Classification governs the Ohio River rates and the Southern Classification governs through rates from St. Paul to Mississippi Valley points named in the table.

[2] These rates apply to Ohio River Crossings on traffic destined to points in Southeastern Territory.

[3] These classes include grain products but the rates on grain products are carried in commodity tariffs.

[4] And other points south of Memphis in the New Orleans group.

[5] No through rates in effect.

CHAPTER IX

INTERSTATE RATES—Continued

1. Between Stations in Minnesota and Wisconsin and Stations in Iowa and Missouri

(a) Class Rates

So far as class rate adjustment is concerned, rates from stations in Minnesota and Wisconsin to interior destinations within the states of Iowa and Missouri are made largely with reference to the rates established to the Missouri River Crossings as far as the west end interior groups are concerned and with the rates to the Mississippi River Crossings as far as the east end groups are concerned. The competition between Chicago and St. Paul also is taken into account in establishing some of the class rates.

The rates currently in effect between these groups, as published in Western Trunk Line Tariff No. 13 Series, are indicated in Table 21.

(b) Commodity Rates

For the establishment of commodity rates this tariff is shown as divided into five groups on the one hand and eleven groups on the other. The five groups on the northern end are St. Paul Group, Winona Group, New Ulm Group, Duluth Group, and Eau Claire Group.

TABLE 21

Rates Between Points in Wisconsin and Minnesota and Points in Iowa and Missouri

Between Points in the Following Groups	And Points in the Following Groups in Iowa	Rates in Cents per 100 Pounds									
		Classes:									
		1	2	3	4	5	A	B	C	D	E
St. Paul	1 (Moberly)	60	50	40	25	20	25	20	17	14	13
	2 (Mexico)	63	52½	42	26	21	26	21	18	15	13½
	3 (Manning)	80	65	45	32	27	32	27	22	18½	16
	4 (Jefferson City)	85	69	48	34	28	34	28	23	20	17
	5 (Maquoketa)	60	50	40	25	20	25	20	17	14	13
	6 (Des Moines)	60	50	40	25	20	25	20	17	14	13
	7 (Centerville)	63	52½	42	26	21	26	21	18	15	13½
	8 (Cedar Rapids)	60	50	40	25	20	25	20	17	14	13
	9 (Sheldon)	55	47	34	25½	20	22	19	17	14	10
	10 (Mason City)	43	35	28	21	17	19	15	12½	11	9
	11 (Fort Dodge)	55	42	32	22	18	22	17	14	13	10
Winona	1 (Moberly)	60	50	40	25	20	25	20	17	14	13
	2 (Mexico)	63	52½	42	26	21	26	21	18	15	13½
	3 (Manning)	80	65	45	32	27	32	27	22	18½	16
	4 (Jefferson City)	80	65	45	32	27	32	27	22	18½	16
	5 (Maquoketa)	55	46	35	25	19	25	19	15	12	11
	6 (Des Moines)	60	50	40	25	20	25	20	17	14	13
	7 (Centerville)	63	52½	42	26	21	26	21	18	15	13½
	8 (Cedar Rapids)	60	50	40	25	20	25	20	17	14	13
	9 (Sheldon)	55	47	34	25½	20	22	19	17	14	10
	10 (Mason City)	43	35	28	21	17	19	15	12½	11	9
	11 (Fort Dodge)	55	42	32	22	18	22	17	14	13	10
New Ulm	2 (Mexico)	72	56	43	30	24	28	24	20	17	15
	3 (Manning)	80	65	45	32	27	32	27	22	18½	16
	4 (Jefferson City)	85	69	48	34	28	34	28	23	20	17
	6 (Des Moines)	63	52½	42	26	21	25½	21	18	15	13
	7 (Centerville)	65	55	43	27	22	25½	22	19	15	14
	8 (Cedar Rapids)	63	52½	42	26	21	25½	21	18	15	13
	9 (Sheldon)	60	50	35	27	20	24	20	17	15	12
	10 (Mason City)	53	42	33	24	19	20	17	15	13½	10
	11 (Fort Dodge)	63	52½	42	26	21	25½	21	18	15	13
Duluth	1 (Moberly)	75	66	53	34	26	34	26	23	20	19
	2 (Mexico)	75	66	53	34	26	34	26	23	20	19
	3 (Manning)	80	65	45	32	27	32	27	22	18	16
	5 (Maquoketa)	65	55	44	28	22	28	22	19	17	16
	6 (Des Moines)	78	62	44	31	26	31	26	21	18	16
	7 (Centerville)	78	65	45	32	26	32	26	22	19	16
	8 (Cedar Rapids)	65	55	44	28	22	28	22	19	17	16
	9 (Sheldon)	80	65	45	32	27	32	27	22	18	16
	10 (Mason City)	65	55	43	28	22	28	22	19	17	16
	11 (Fort Dodge)	78	62	44	31	26	31	26	21	18	16
Eau Claire	1 (Moberly)	65	55	44	28	22	28	22	19	17	16
	2 (Mexico)	73	61½	50	33	26	32	26	23	20	17½
	3 (Manning)	80	65	45	32	27	32	27	22	18½	16
	4 (Jefferson City)	95	78	56	41	34	40	33	28	25	21
	5 (Maquoketa)	60	50	40	25	20	25	20	17	14	13
	6 (Des Moines)	65	55	44	28	22	28	22	19	17	16
	7 (Centerville)	73	61½	50	33	27	32	26	23	20	17½
	8 (Cedar Rapids)	60	50	40	25	20	25	20	17	14	13
	9 (Sheldon)	80	65	45	32	25	29	25	22	18½	15½
	10 (Mason City)	60	50	40	25	20	25	20	17	14	13
	11 (Fort Dodge)	60	43	23	27	22	26	20	18	17	14

[1] Governed by the Western Classification.

The eleven groups on the south end are designated as Moberly Group, Mexico Group, Manning Group, Jefferson City Group, Maquoketa Group, Des Moines Group, Centerville Group, Cedar Rapids Group, Sheldon Group, Mason City Group, and Ft. Dodge Group.

To assist the student in following through this adjustment, Table 22 has been prepared indicating the rates from various north end groups to the southern groups on selected commodities, also rates from Chicago, St. Louis, St. Paul, and Duluth to Missouri River points, from which the relationship existing between these centers can be readily observed in so far as commodity rate adjustment is concerned.

In some cases specific rates are not published between the groups involved, as indicated by their omission from the table.

In the following pages the general basis for the construction of commodity rates between these various groups is given in detail. The student is cautioned to bear in mind that there are exceptions in connection with the application of the general basis, inasmuch as the competition is so keen as regards various producing points as applied to certain commodities that the general basis must be disregarded in some instances to remove the restraint of freight rates as applied to that particular commodity from that locality. As a general rule, however, the basis is generally adhered to, and it is only in connection with low-grade commodities or those highly competitive in their nature that it is necessary to disregard it to any extent.

TABLE 22

Commodity Rates[1] between Various Base Points and Interior Points in Iowa and Groups Indicated

Commodities (In Carloads except as noted)	Between (except as noted) Groups	Kansas City....Mo.	Omaha .....Neb.	Sioux City.....Iowa	Sioux Falls....S. D.	Moberly .....Mo.	Mexico .....Mo.	Manning .....Iowa	Jefferson City...Mo.	Maquoketa ....Iowa	Des Moines....Iowa	Centerville ....Iowa	Cedar Rapids..Iowa	Sheldon .....Iowa	Mason City....Iowa	Fort Dodge....Iowa
								North Bound								
Glucose, Syrup, Corn; Glucose Jelly, Syrup, Maple; Molasses, Syrup, Rock Candy; Sorghum, Syrup, Sorghum; Sugar, Corn, Syrup, Sugar; Sugar, Grape, Substitutes, Maple; Syrup, Cane, Syrup. Minimum weight 40,000 pounds.	St. Paul..Minn.	24.5	23.5	..	..	17	18	23.5	24.5	17	17	18	17	..	17	17
	Duluth ...Minn.	27.5	23.5	23.5	23.5	17	23	23.5	..	17	17	23	17	23.5	17	17
	Chicago ....Ill.	23.5	23.5	23.5	24.5	18	20	23.5	23.5	15	..	..	17	23.5	18	22
	St. Louis...Mo.	18.5	18.5	23.5	24.5	..	15	23.5	18.5	17	18	18	17	23.5	18	22
	Winona ..Minn.	23.5	23.5	..	..	17	18	23.5	23.5	17	17	18	17	..	17	17
	Eau Claire.Wis.	29.5	29.5	..	..	17	23	23.5	30.5	17	17	24	17	..	17	17
								South Bound								
	St. Paul..Minn.	24.5	23.5	17	17	17	18	23.5	24.5	17	17	18	17	17	17	17
	Duluth ...Minn.	27.5	23.5	23.5	23.5	..	..	23.5	27.5	..	..	23.5	..	23.5	..	23.5
	Chicago ....Ill.	23.5	23.5	23.5	24.5	18	20	23.5	23.5	15	..	..	17	23.5	18	22
	St. Louis...Mo.	18.5	18.5	23.5	24.5	..	15	23.5	18.5	17	18	18	17	23.5	18	22
	Winona ..Minn.	23.5	23.5	17	17	17	18	23.5	23.5	17	17	18	17	17	17	17
	Eau Claire.Wis.	29.5	29.5	22	22	23	24	23.5	27.5	17	23	24	17	22	17	23
Paper, viz.: Box Board and Wood Pulpboard, minimum weight 40,000 pounds.	St. Paul..Minn.	18.5	18.5	14.5	14.5	13.5	14	18.5	18.5	13.5	13.5	14	13.5	14.5	13.5	13.5
	Duluth ...Minn.	..	23	18.5	18.5	16	19	23	..	16	16	19	16	18.5	16	16
	Winona ..Minn.	..	..	..	..	13.5	14	18.5	18.5	13.5	13.5	14	13.5	14.5	13.5	13.5
	Eau Claire.Wis.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Chicago ....Ill.	18.5	18.5	18.5	19	16.5	16.5	18.5	18.5	13.5	16.5	16.5	13.5	18.5	14	17.5
	St. Louis...Mo.	13.5	13.5	18.5	19	13.5	13.5	18.5	13.5	13.5	13.5	13.5	13.5	18.5	14	17.5

[1] Governed by the Western Classification.

(c) Basis for Rates from Northern Groups—St. Paul-Iowa Territory

ST. PAUL GROUP

Rates between St. Paul Group and Group 1 (Moberly) are made the same as St. Paul-Chicago rates.

Rates between St. Paul Group and Group 2 (Mexico) are made the same as St. Paul-St. Louis rates.

Rates between St. Paul Group and Group 3 (Manning) are made the same as St. Paul-Omaha rates.

Rates between St. Paul Group and Group 4 (Jefferson City) are made the same as St. Paul-Kansas City rates.

Rates between St. Paul Group and Group 5 (Maquoketa) are made the same as St. Paul-Chicago rates.

Rates between St. Paul Group and Group 6 (Des Moines) are made the same as St. Paul-Chicago rates or Omaha rates, whichever are lower, observing Cedar Rapids rates as maxima.

Rates between St. Paul Group and Group 7 (Centerville) are made the same as St. Paul-St. Louis rates or Omaha rates, whichever are lower.

Rates between St. Paul Group and Group 8 (Cedar Rapids) are made the same as St. Paul-Chicago rates or Omaha rates, whichever are lower.

Rates between St. Paul Group and Group 9 (Sheldon) are made the same as St. Paul-Sioux City rates or Omaha rates, whichever are lower.

Rates between St. Paul Group and Group 10 (Mason City) are made the same as St. Paul-Chicago rates, Sioux City rates, or Omaha rates, whichever are lowest, but not to exceed Des Moines rates.

Rates between St. Paul Group and Group 11 (Ft. Dodge) are made the same as St. Paul-St. Louis rates,

Sioux City rates, or Omaha rates, whichever are lowest, but not to exceed Des Moines rates.

WINONA GROUP

Rates between Winona Group and Group 1 (Moberly) are made the same as St. Paul-Chicago rates.

Rates between Winona Group and Group 2 (Marion) are made the same as St. Paul-St. Louis rates.

Rates between Winona Group and Group 3 (Manning) are made the same as St. Paul-Omaha rates.

Rates between Winona Group and Group 4 (Jefferson City) are made the same as St. Paul-Kansas City rates or Chicago-Kansas City rates, whichever are lower.

Rates between Winona Group and Group 5 (Maquoketa) are made the same as St. Paul-Chicago rates.

Rates between Winona Group and Group 6 (Des Moines) are made the same as St. Paul-Chicago rates or St. Paul-Omaha rates, whichever are lower.

Rates between Winona Group and Group 7 (Centerville) are made the same as St. Paul-St. Louis rates or St. Paul-Omaha rates, whichever are lower.

Rates between Winona Group and Group 8 (Cedar Rapids) are made the same as St. Paul-Chicago rates or St. Paul-Omaha rates, whichever are lower.

Rates between Winona Group and Group 9 (Sheldon) are made the same as St. Paul-Sioux City rates or St. Paul-Omaha rates, whichever are lower.

Rates between Winona Group and Group 10 (Mason City) are made the same as St. Paul-Chicago rates, St. Paul-Sioux City rates, or St. Paul-Omaha rates, whichever are lowest, but not to exceed Des Moines rates.

Rates between Winona Group and Group 11 (Ft.

Dodge) are made the same as St. Paul-St. Louis rates, St. Paul-Sioux City rates, or St. Paul-Omaha rates, whichever are lowest, but not to exceed Des Moines rates.

NEW ULM GROUP

Rates between New Ulm Group and Group 3 (Manning) are made the same as St. Paul-Omaha rates.

Rates between New Ulm Group and Group 4 (Jefferson City) are made the same as St. Paul-Kansas City rates.

Rates between New Ulm Group and Group 9 (Sheldon) are made the same as St. Paul-Sioux City rates or St. Paul-Omaha rates, whichever are lower.

DULUTH GROUP

Rates between Duluth Group and Group 1 (Moberly) are made the same as Duluth-Chicago rates.

Rates between Duluth Group and Group 2 (Mexico) are made the same as Duluth-St. Louis rates.

Rates between Duluth Group and Group 3 (Manning) are made the same as Duluth-Omaha rates.

Rates between Duluth Group and Group 4 (Jefferson City) are made the same as Duluth-Kansas City rates.

Rates between Duluth Group and Group 5 (Maquoketa) are made the same as Duluth-Chicago rates.

Rates between Duluth Group and Group 6 (Des Moines) are made the same as Duluth-Chicago rates or Duluth-Omaha rates, whichever are lower.

Rates between Duluth Group and Group 7 (Centerville) are made the same as Duluth-St. Louis rates or Duluth-Omaha rates, whichever are lower.

Rates between Duluth Group and Group 8 (Cedar Rap ids) are made the same as Duluth-Chicago rates o Duluth-Omaha rates, whichever are lower.

Rates between Duluth Group and Group 9 (Sheldon are made the same as Duluth-Sioux City rates or Duluth Omaha rates, whichever are lower.

Rates between Duluth Group and Group 10 (Maso City) are made the same as Duluth-Sioux City rates o Duluth-Omaha rates, whichever are lower, but not t exceed Des Moines rates.

Rates between Duluth Group and Group 11 (Ft. Dodge are made the same as Duluth-St. Louis rates, Duluth Sioux City rates, or Duluth-Omaha rates, whichever ar lowest, but not to exceed Des Moines rates.

EAU CLAIRE GROUP

Rates from Eau Claire Group to Group 1 (Moberly are made the same as from Duluth, Minn.

Rates from Eau Claire Group to Group 2 (Mexico with certain exceptions are made the same as fron Duluth, Minn.

Rates from Eau Claire Group to Group 3 (Manning as a general rule are made the same as from Duluth Minn.

Rates from Eau Claire Group to Group 4 (Jefferso City) generally are made the same as from Duluth, Minn

Rates between Eau Claire Group and Group 5 (Maquo keta) are made the same as St. Paul-Chicago rates.

Rates from Eau Claire Group to Group 6 (Des Moines with a few exceptions are made the same as from Duluth Minn.

Rates between Eau Claire Group and Group 7 (Cente

ville) are made the same as from following arbitraries over St. Paul rates:

Classes	1	2	3	4	5	A	B	C	D	E
Arbitraries (in cents)	10	9	8	7	6	6	5	5	5	4

Rates between Eau Claire Group and Group 8 (Cedar Rapids) are made the same as St. Paul-Chicago rates.

Rates between Eau Claire Group and Group 9 (Sheldon) are made the following arbitraries over St. Paul-Sioux City rates, but not to exceed Eau Claire-Omaha rates:

Classes	1	2	3	4	5	A	B	C	D	E
Arbitraries (in cents)	20	15	10	5	5	5	5	5	3½	3½

Rates between Eau Claire Group and Group 10 (Mason City) are made the same as St. Paul-Chicago rates, but not to exceed Eau Claire-Sioux City rates or Des Moines rates.

Rates between Eau Claire Group and Group 11 (Ft. Dodge) are made the following arbitraries over St. Paul-Ft. Dodge rates, but not to exceed Eau Claire-Sioux City rates or Eau Claire-Des Moines rates:

Classes	1	2	3	4	5	A	B	C	D	E
Arbitraries (in cents)	10	9	8	7	6	6	5	5	5	4

Duluth rates are the maximum rates from Eau Claire Group to all groups above-mentioned, except Group 7 (Centerville) and Group 9 (Sheldon).

CHAPTER X

INTERSTATE RATES—Continued

1. To Interior Iowa Cities

(a) Class Rates

In an earlier chapter of this treatise it was explained how competition had forced an unusually low scale of rates to be established between Mississippi River Crossings and Missouri River Crossings. The adjustment now taken up is that dealing with the establishment of rates to interior points within the states of Iowa and Missouri, which are fixed in a measure by the Mississippi River-Missouri River rates.

The local rates on traffic moving between points in Iowa including points on the west bank of the Mississippi River and points on the east bank of the Missouri River are those established by the state of Iowa and are shown in Chapter II. Rates from Central Freight Association and Trunk Line territories to the Mississippi River are as a proportional proposition (that is, on traffic destined beyond) and are applied to all east and west bank points on the Mississippi River from St. Louis, Mo., to Dubuque, Iowa. It follows that in some cases the Iowa scale is used in certain combinations on interstate traffic. Under the local tariff, however, the rates to interior Iowa points from the several river crossings vary as the distance increases; that is to say, the same rate would not be obtained from Davenport, Iowa, to Ottumwa, Iowa, as would be obtained from Burlington, for the reason that the distance from the latter point is considerably less.

In so far as the construction of through rates from the Chicago, Peoria, and St. Louis groups are concerned, it may be stated that Table 23 shows the rates between stations in these groups and certain stations in Iowa on the Illinois Central Railroad west of Dubuque towards Omaha, Neb.

TABLE 23

THROUGH RATES BETWEEN POINTS IN IOWA AND STATIONS IN ILLINOIS IN THE CHICAGO, PEORIA, AND ST. LOUIS GROUPS

BETWEEN	AND GROUPS	RATES IN CENTS PER 100 POUNDS Classes [1]									
		1	2	3	4	5	A	B	C	D	E
Julien, Ia.	Chicago	43	34	26	20	16	17	14.5	12	10	9
	Peoria	43	34	26	20.5	16.5	17	14.5	12.5	10	9
	St. Louis	48.5	39.5	31.5	24	19	19.5	16	14	12	10.5
Peosta, Ia.	Chicago	45	36	27	20	16	18	15	12	10	9
	Peoria	45	36	27	20.5	16.5	18	15	12.5	10	9
	St. Louis	49	39½	31.5	24	19	19.5	16	14	12	10.5
Epworth, Ia.	Chicago	45	36	27	20	16	18	15	12	10	9
	Peoria	45	36	27	20.5	16.5	18	15	12½	10	9
	St. Louis	49.5	39.5	31.5	24	19	19½	16	14	12	10.5
Farley, Ia.	Chicago	45	36	27	20	16	18	15	12	10	9
	Peoria	45	36	27	20.5	16.5	18	15	12½	10	9
	St. Louis	50	40	31.5	24	19	19.5	16	14	12	10.5
Dyersville, Ia.	Chicago	48	38	29	22	17	19	16	13	11	10
	Peoria	48	38	29	22	17	19	16	13	11	10
	St. Louis	52	41.5	31.5	24	19	19½	16½	14	12	10½
Earlville, Ia.	Chicago	50	40	30	23	18	20	16	14	11	10
	Peoria	50	40	30	23	18	20	16	14	11	10
	St. Louis	54	43½	32½	24	19	22	17½	15	12½	10.5
Manchester, Ia.	Chicago	52	42	31	23	18	21	17	14	12	10
	Peoria	52	42	31	23	18	21	17	14	12	10
	St. Louis	55	44½	33	24	19	22½	18	15	13	10½
Masonville, Ia.	Chicago	54	43	32	24	19	22	18	15	12	11
	Peoria	54	43	32	24	19	22	18	15	12	11
	St. Louis	58½	47.5	35.5	25	19	24	18½	15.5	13	11.5
Winthrop, Ia.	Chicago	54	43	32	24	19	22	18	15	12	11
	Peoria	54	43	32	24	19	22	18	15	12	11
	St. Louis	58½	47.5	35.5	25	19	24	18.5	15.5	13	11.5
Independence, Ia.	Chicago	54	43	32	24	19	22	18	15	12	11
	Peoria	54	43	32	24	19	22	18	15	12	11
	St. Louis	60.5	50	37	25.5	21	24.5	20	17	14	12½
Waterloo, Ia.	Chicago	56	45	34	25	20	22	18	15	13	11
	Peoria	56	45	34	25	20	22	18	15	13	11
	St. Louis	61	50	37	26	21	24½	20	17	14	12½

TABLE 23—Continued

Bureaus	And Centers	Rates in Cents Per 100 Pounds Class[1]									
		1	2	3	4	5	A	B	C	D	E
Cedar Falls, Ia.	Chicago	57	46	34	25	24	23	21	16	13	11
	Peoria	57	46	34	25	24	23	21	16	13	11
	St. Louis	61	50½	37	26	21	25	20	17	14	11½
Arlington, Ia.	Chicago	59	47	35	26	22	26	21	16	13	11
	Peoria	59	47	35	26	22	26	21	16	13	11
	St. Louis	61	51	37.5	26	23	25	20	17	14	13
Alden, Ia.	Chicago	62	50	37	25	22	25	20	17	14	11
	Peoria	62	50	37	25	22	25	20	17	14	11
	St. Louis	62.5	51.5	38.5	25	22.5	26.5	21.5	17.5	13.5	11
Webster City, Ia.	Chicago	64	51	38	29	22	26	21	16	14	13
	Peoria	64	51	38	29	22	26	21	16	14	13
	St. Louis	68	52.5	40	29	22.5	27.5	22	19	13½	13½
Tara, Ia.	Chicago	68	54	41	31	24	27	22	19	15	14
	Peoria	68	54	41	31	24	27	22	19	15	14
	St. Louis	70	54	41.5	31	24.5	28	23	19½	14	14
Sherwood, Ia.	Chicago	73	56	44	32	26	29	24	20	14	15
	Peoria	73	56	44	32	26	29	24	20	14	15
	St. Louis	75.5	59	44	32	26	30	27	21.5	17	17.5
Bragan, Ia.	Chicago	78	62	45	32	27	32	25	22	14	14
	Peoria	78	62	45	32	27	32	25	22	14	14
	St. Louis	79	63.5	45	32	27	32.5	26	22	14.5	14
Dow City, Ia.	Chicago	Missouri River rates[2]									
	Peoria										
	St. Louis										

[1] Governed by the Western Classification.
[2] See Chapter VII.

The Interstate Commerce Commission, in dealing with these rates, stated as follows:

The principal carriers in the state of Iowa have their own rails to Chicago and the rates here dealt with are therefore for the most part local rates of individual carriers. But all the rates are specific rates and are not made by a combination on the river as is the case with the rates applicable on through traffic from points east of the Indiana-Illinois state line.[1]

In reviewing the adjustment applied on traffic from points east of the Illinois state line the Interstate Commerce Commission stated:

* * * The most important traffic involved on the record in this proceeding is to and from the east, and for convenience the

[1] 28 I. C. C. Rep., 77.

above-entitled complaints are referred to as the interior Iowa case. * * *

The reductions that we have required in the preceding case in the local rates to the upper Mississippi River crossings, will result necessarily in reductions in the through freight charges of the interior towns; such a readjustment must follow in order to avoid through charges in excess of the sum of the intermediate rates on the river. Nevertheless these lower rates of the interior towns will not satisfy the shippers on whose behalf the complaints now before us were filed. The record indicates the existence of a substantial contest for commercial supremacy between the river towns and points in the interior, and under the present rate adjustment the latter are at something of a disadvantage, which will be increased by the reductions in the rates to the river unless the adjustment is relieved by material reductions herein in the rates to and from the interior.

The interior towns have no joint through class rates to and from the territory east of the Indiana-Illinois state line; on such traffic the through charges are based on the lowest available combination of intermediate rates, and this usually makes on the Mississippi River. But the through charges are made up and published in an unusual form which must be fully understood in order to arrive at intelligent conclusions with respect to the various questions here before us. With that end in view it may be well first to make a brief reference to the construction and recent history of the rates from the east to the Missouri River:

As we have seen, the upper Mississippi River towns take higher rates from the east than the lower crossings. In this respect the Missouri River towns stand on a different basis. All points on that river, from Kansas City on the south to Omaha and Sioux City on the north, have been on a parity of rates for many years with respect to traffic to and from the east. Traffic to those points may be said to be competitive in the sense that a number of the carriers serve both Kansas City and Omaha; but the general conditions are such as to require us to regard the through charges in effect at this time to the Missouri River as normal and reasonable through rates, unaffected by any transportation conditions tending to depress their general level. * * * The Mississippi River from St. Louis on the south to Dubuque at the

north, a distance of about 350 miles, is crossed at a number of different points known as the upper and lower river crossings. While the northern and southern routes are on a parity at the Missouri River, as just stated, the through charges are, and for many years have been, made up on a different basis. To St. Louis and the other lower crossings, as we have seen in the previous case, class rates are applied from New York City on an 88-cent scale. Besides being the local rates to St. Louis this scale of rates applies as proportional rates on through traffic to the Missouri River. From the lower crossings to all points on the Missouri River there is a local 60-cent scale of class rates, which was applied also to through movements until in Burnham-Hanna-Munger Co. v. C., R. I. & P. Ry. Co., 14 I. C. C. 256, we held that the through charges ought to be somewhat less than the sum of the intermediate rates and thereupon required the carriers to establish between the rivers proportional rates on through traffic on a scale of 51 cents per 100 pounds. At that time the first-class rate to East St. Louis was 87 cents and, with the local 51-cent rate beyond, the through charge to the Missouri River was $1.47. Subsequently St. Louis was given an 88-cent scale of class rates, which, together with the proportional scale of 51 cents required under our order in the case cited, made a through charge on first-class traffic over the lower routes of $1.39 per 100 pounds. The present through charges to Missouri River points over the lower routes are on a scale of $1.43 as hereinafter explained.

The local rates to the northern Mississippi River crossings have been and now are fixed on a 97-cent scale, and the same 51-cent scale of local rates between the rivers has been and now is in effect. In order therefore that the northern routes might be on a parity with the southern routes on through traffic to the Missouri River, it was necessary for the carriers to the upper crossings, at the time the case last cited was under consideration, to shrink their 97-cent local scale to the Mississippi River to a proportional scale of 87 cents.[2]

In complying with this suggestion of the Commission, the interested carriers rechecked the entire state of Iowa on a mileage basis and published class rates based on

[2] 28 I. C. C. Rep., 65.

short-line distances from Mississippi River Crossings to destination. A representative line of rates to points in Iowa is shown in Table 24.

TABLE 24

PROPORTIONAL CLASS RATES FROM EAST DUBUQUE, ILL., ON TRAFFIC ORIGINATING EAST OF THE INDIANA-ILLINOIS STATE LINE TO POINTS IN IOWA ON THE ILLINOIS CENTRAL RAILROAD

From East Dubuque, Ill., To	Rates in Cents Per 100 Pounds Classes [1]										
	Miles	1	2	3	4	5	A	B	C	D	E
Julien	10	16.8	14.6	11.1	8.4	6.2	6.3	6.2	5.4	4.7	4
Peosta	15	17.6	15.3	11.4	8.8	6.4	6.6	6.4	5.7	4.9	4.1
Epworth	19	18.4	15.9	11.9	9.2	6.7	6.8	6.7	5.9	5.1	4.2
Farley	23	19	16.5	12.3	9.5	6.9	7	6.9	6.1	5.2	4.4
Dyersville	29	19.6	17	12.7	9.8	7.2	7.2	7.2	6.3	5.4	4.5
Earlville	37	20.8	18	13.5	10.4	7.6	7.6	7.6	6.6	5.7	4.8
Delaware	41	21.4	18.5	14	10.7	7.8	7.8	7.8	6.8	5.9	4.9
Manchester	47	22	19	14.3	11	8	8	8	7	6	5
Masonville	53	22.4	19.3	14.6	11.2	8.1	8.2	8.1	7.1	6.1	5.1
Winthrop	61	23.2	20	15.1	11.6	8.4	8.6	8.4	7.4	6.3	5.3
Independence	93	23.6	20.4	15.4	11.8	8.6	8.8	8.6	7.5	6.4	5.3
Waterloo	69	25.6	22	16.7	12.8	9.3	9.8	9.2	8.1	6.9	5.7
Cedar Falls	99	26	22.4	17	13	9.4	10	9.4	8.2	7	5.8
Aplington	123	30	25.8	18.8	14.6	10.8	11.8	10.5	9.2	7.8	6.6
Alden	149	34	27.3	20.5	16.3	12.3	13.5	11.7	10.2	8.7	7.4
Webster City	172	38	29.7	22.3	18	13.7	15.2	12.8	11.2	9.5	8.2
Tara	198	42	32.2	24	19.6	15.2	16.9	14	12.1	10.4	9
Sherwood	222	46.8	35.1	26.1	21.5	16.9	18.9	15.4	13.3	11.4	9.9
Brogan	249	50	37.1	27.5	22.8	18.1	20.2	16.2	14	12	10
Dow City	275	54.8	40.4	29.6	24	19.8	22	17.6	15	12	10
Dunlap	282	55	41	30.3	24	20	22	18	15	12	10
Grable	314	55	41	32	24	20	22	18	15	12	10

[1] Governed by the Western Classification.

It may be seen that as the distance from Chicago, Peoria, or St. Louis increases, the rates likewise increase until at Grable, Iowa, the Missouri River rate is

reached and this is held as a maximum to all stations from there west to Omaha.

In many cases at points served by two or more carriers, one or more of the carriers, owing to their circuitous routes, may forego the traffic and concede it to the direct line. Taking Cedar Rapids, Iowa, as an example, the short-line distance is via Muscatine, Iowa, and the Chicago, Rock Island & Pacific Railway, and is 59 miles, whereas via Clinton, Iowa, and the Chicago & North-Western Railway the distance is 83 miles. Likewise, to Carnforth, Iowa, the distance via the same routes and junctions is 82 and 129 miles, respectively. Were the Chicago & North-Western Railway to meet the rates of the direct line (Chicago, Rock Island & Pacific Railway) it would be necessary for them to reduce such points via their route between Clinton, Iowa, and Des Moines, Iowa, or Carnforth, to the basis in effect via the short line. As quite a number of stations are involved, they prefer to concede the traffic for such short-line points to the direct lines in order that the basis to the points on their lines may be held up to the normal basis.

In establishing rates from Central Freight Association and Trunk Line territories to stations in Iowa, the through rates are made on combinations on the Mississippi River, using the local rates up to the river and adding to that amount the proportional rate therefrom. Usually all tariffs which name rates to the Mississippi River have a clause in them reading to the effect that the rates published to East St. Louis are applied to all upper Mississippi River Crossings on traffic destined to points beyond.

(b) Commodity Rates

POINTS OF ORIGIN

In the construction of commodity rates between interior points in Iowa and adjoining states in Western Trunk Line Territory, the adjoining territory is divided into twelve groups: Group A (Chicago), Group B (Peoria), Group C (Springfield), Group D (Litchfield), Group E (Danville), Group F (St. Louis), Group G (Beardstown), Group H (Galesburg), Group I (Fulton), Group J (Prairie du Chien), Group K (East Mississippi River Proportional Group), and Group L (Champaign).

Group A (Chicago).—Beginning at Chicago, Ill., and thence north via the west bank of Lake Michigan to and including Sturgeon Bay, Wis.; thence south to a point just north of Green Bay, Wis.; thence northwest via an imaginary line north of Shawano and Antigo, Wis., to a point just north of Merrill, Wis.; thence west of the Chicago, Milwaukee & St. Paul Railway to Wausau, Wis.; thence north of the Chicago & North-Western Railway to Mann, Wis.; thence north of the Chicago, St. Paul, Minneapolis & Omaha Railway (including Romadka, Wis., on the Chicago, Milwaukee & St. Paul Railway) to but not including Granton, Wis.; thence southwest via an imaginary line to a point just north of Hatfield, Wis., on the Green Bay & Western Railroad; thence north of the Green Bay & Western Railroad to but not including Marshland, Wis.; thence east of the Chicago & North-Western Railway to but not including La Crosse, Wis.; thence east of the Chicago, Burlington & Quincy Railroad to but not including Thomson, Ill.; thence east of the Chicago, Milwaukee & St. Paul Railway to but not includ-

ing Fulton, Ill.; thence north of the Chicago & North-Western Railway to a point just north of Nelson, Ill.; thence eastwardly crossing the Chicago & North-Western Railway north of Nelson, Ill., and the Illinois Central Railroad north of Amboy, Ill.; thence east of the Illinois Central Railroad to but not including Wenona, Ill.; thence east of the Atchison, Topeka & Santa Fe Railway to but not including Ancona, Ill.; thence south of the Atchison, Topeka & Santa Fe Railway to but not including Minonk, Ill.; thence east of the Illinois Central Railroad to but not including Decatur, Ill.; thence east and north of the Wabash Railroad to Bement, Ill.; thence on and west of the Wabash Railroad to Gibson, Ill.; thence on and west of the Illinois Central Railroad to Kankakee, Ill.; thence on and north of the Chicago, Indiana & Southern Railroad to the Illinois-Indiana State Line; and thence north to the point of beginning, including Chicago suburban points in Indiana.

Group B (Peoria).—Beginning at the western boundary line of Group A at a point northeast of Morrison, Ill.; thence south via an imaginary line east of Morrison, Ill., to a point just east of Denrock, Ill.; thence south of the Chicago, Burlington & Quincy Railroad to but not including Barstow, Ill.; thence east of the line of the Chicago, Burlington & Quincy Railroad through Colona, Orion, Alpha, and Galesburg, Ill., to but not including Bushnell, Ill.; thence south of the Toledo, Peoria & Western Railway to Hollis, Ill.; thence south of the Peoria Railway Terminal Company to and including Pekin, Ill.; thence east of the Peoria & Pekin Union Railway to and including Peoria, Ill.; and thence north via the Illinois River to the western boundary line of Group A, including Oglesby, Ill.

Group C (Springfield).—Beginning at the southwestern

corner of Group A at a point just south of Danville, Ill.; thence south of the Wabash Railroad to but not including Chapin, Ill.; and thence east of the Chicago, Burlington & Quincy Railroad to the southern boundary of Group B.

Group D (Litchfield).—Beginning at the southeastern corner of Group C at a point just southeast of Decatur, Ill.; thence east of the Illinois Central Railroad through Pana, Ill.; thence south of the Cleveland, Cincinnati, Chicago & St. Louis Railway to Litchfield, Ill.; thence east and south of the Illinois Central Railroad to but not including Glenn Carbon, Ill.; thence east of the Louisville & Nashville Railroad to but not including Edwardsville, Ill.; thence north of the Illinois Terminal Railroad to but not including Alton, Ill.; and thence east of the Chicago, Burlington & Quincy Railroad to the southern boundary line of Group C.

Group E (Danville).—Territory south and east of Groups A, E, D, and L, and on, north, and west of the following line: Vandalia Railroad from a point just east of East St. Louis, Ill., to Effingham, Ill.; thence via the Illinois Central Railroad to Neoga, Ill.; thence via the Toledo, St. Louis & Western Railroad to Humrick, Ill.; thence via the Chicago, Terre Haute & Southeastern Railway to Danville, Ill.; thence via the Chicago, Indiana & Southern Railroad to and including Lake Village, Ind.; and thence west to the Illinois-Indiana State Line.

Group F (St. Louis).—Beginning at the southwestern corner of Group D at a point southeast of Glenn Carbon, Ill.; thence south of the Illinois Central Railroad and Louisville & Nashville Railroad to and including East St. Louis, Ill., and St. Louis, Mo.; thence on and east of the Chicago, Burlington & Quincy Railroad to but not includ-

ing Hannibal, Mo.; and thence south of the Wabash Railroad to the western boundary line of Group L.

Group G (Burlington).—Territory west of Group F and south of the line of the Chicago, Burlington & Quincy Railroad from Bushnell, Ill., to Quincy, Ill.; and thence east of the line of the Chicago, Burlington & Quincy Railroad through Fall Creek, Ill., to but not including Hannibal, Mo.

Group H (Galesburg).—Territory west of Group E, north of Group G, and on and east of the Chicago, Burlington & Quincy Railroad from Hannibal, Mo., to Burlington, Iowa (including West Burlington, Iowa); thence on and east of the Chicago, Rock Island & Pacific Railway to and including Morning Sun, Iowa; thence on and south of the Iowa Central Railway to and including Cameron, Ill.; and thence on and south of the Atchison, Topeka & Santa Fe Railway to and including Galesburg, Ill.

Group I (Fulton).—Territory west of Groups A and B, north of Group H, and on and east of the Mississippi River, including west bank Mississippi River points from Wapello, Iowa, to Dubuque, Iowa, inclusive.

Group J (Prairie du Chien).—Points on both banks of the Mississippi River north of Dubuque, Iowa, to and including Victory, Wis., and New Albin, Iowa.

Group K (East Mississippi River Proportional).—East bank Mississippi River points East St. Louis, Ill., to East Dubuque, Ill., inclusive, on traffic originating at or destined to points east of the Indiana-Illinois State Line.

Group L (Champaign).—Territory east of Group A and on and north of the Wabash Railroad from a point just east of Bement, Ill., to and including Sidney, Ill.; thence on and west of the Wabash Railroad to and including Champaign, Ill.; and thence on and west of the Illinois Central Railroad to but not including Gilman, Ill.

POINTS OF DESTINATION

The state of Iowa is divided into twenty-seven groups designated as follows: (1) Manchester Group, (2) Cedar Rapids Group, (3) Iowa City Group, (4) Oskaloosa Group, (5) Ottumwa Group, (6) Cedar Falls Group, (7) Reinbeck Group, (8) Marshalltown Group, (9) Montezuma Group, (10) Waverly Group, (11) Mason City Group, (12) Ackley Group, (13) Iowa Falls Group, (14) Boone Group, (15) Ft. Dodge Group, (16) Cambridge Group, (17) Des Moines Group, (18) Albert Lea Group, (19) Faribault Group, (20) Mankato Group, (21) Mexico Group, (22) Chillicothe Group, (23) Shenandoah Group, (24) Manning Group, (25) Lake City Group, (26) Sheldon Group, and (27) Hawarden Group. The class rates to these groups from Chicago are reproduced in Table 23, and the proportional rates applying from the Mississippi River are reproduced in Table 24.

Group 1 (Manchester).—Territory west of the west bank of the Mississippi River, and on and south of the Chicago Great Western Railroad, from a point just west of Dubuque, Iowa, to Oneida Junction, Iowa; thence on and east of the Manchester & Oneida Railway to and including Manchester, Iowa; thence on and east of the Illinois Central Railroad to but not including Cedar Rapids, Iowa; and thence north of the Chicago, Milwaukee & St. Paul Railway to but not including Green Island, Iowa, on the Mississippi River.

Group 2 (Cedar Rapids).—Territory south of Group 1, west of the west bank of the Mississippi River, and north of the main line of the Chicago, Rock Island & Pacific Railway, from Davenport, Iowa, to a point just north

of Oxford, Iowa; thence north via an imaginary line to a point just west of Fairfax, Iowa; and thence on and east of the Chicago, Milwaukee & St. Paul Railway to and including Cedar Rapids, Iowa.

Group 3 (Iowa City).—Territory south of Group 2, west of the west bank of the Mississippi River, and on and north of the Chicago, Rock Island & Pacific Railway, from Muscatine, Iowa, to Iowa Junction, Iowa; and thence on and east of the Chicago, Rock Island & Pacific Railway to and including Iowa City, Iowa.

Group 4 (Oskaloosa).—Beginning at the southwestern corner of Group 3 at a point just south of Iowa Junction, Iowa; thence south of the Chicago, Rock Island & Pacific Railway to but not including Thornburg, Iowa; thence east of the Chicago, Rock Island & Pacific Railway to but not including What Cheer, Iowa; thence west of an imaginary line crossing the Iowa Central Railway south of Lacy, Iowa; thence west of the Iowa Central Railway to and including Oskaloosa, Iowa; thence south of the line of the Chicago, Burlington & Quincy Railroad through Stark and Hedrick, Iowa, to Brighton, Iowa; thence south of the Iowa Central Railway to Winfield, Iowa; thence south of the Chicago, Burlington & Quincy Railroad to but not including Mediapolis, Iowa; and thence west of the lines of the Chicago, Rock Island & Pacific Railway through Morning Sun, Wapello, Columbus Junction, and Lotts, Iowa, to the southern boundary of Group 3.

Group 5 (Ottumwa).—Territory west of the west bank of the Mississippi River, south of Group 4, and on and north of the Wabash Railroad, from a point just west of Hannibal, Mo., to and including Moberly, Mo.; thence on and east of the lines of the Wabash Railroad through Macon, Moulton, and Bloomfield, Mo., to and including

Ottumwa, Iowa; and thence northwest via an imaginary line to the southern boundary line of Group 4 at a point just south of Cedar, Iowa.

Group 6 (Cedar Falls).—Beginning at the northwest corner of Group 1 at a point just northwest of Oneida Junction, Iowa; thence on and south of the Chicago Great Western Railroad through Oelwein, Iowa, to and including Waterloo, Iowa; thence on and south of the Illinois Central Railroad to and including Cedar Falls, Iowa; thence on and east of the Chicago Great Western Railroad to and including Wilson Junction, Iowa; and thence on and east of the Chicago, Rock Island & Pacific Railway to but not including Cedar Rapids.

Group 7 (Reinbeck).—Beginning at the western boundary line of Group 6 at a point just northwest of Vinton, Iowa; thence on and south of the Chicago, Rock Island & Pacific Railway to and including Reinbeck, Iowa; thence on and east of the Chicago Great Western Railroad to and including Gladbrook, Iowa; thence on and east of the Chicago & North-Western Railway to but not including Tama, Iowa; and thence north of the Chicago, Milwaukee & St. Paul Railway to but not including Cedar Rapids, Iowa.

Group 8 (Marshalltown).—Territory south of Group 7, and on and east of the line of the Chicago Great Western Railroad, from a point just west of Gladbrook, Iowa, to and including Marshalltown, Iowa; thence on and east of the Iowa Central Railway to but not including Grinnell, Iowa; and thence north of the Chicago, Rock Island & Pacific Railway to the southwestern corner of Group 2.

Group 9 (Montezuma).—Territory south of Group 8, west of Group 3, north of Group 4, and on and east of the Iowa Central Railway, from Grinnell to Lacy, Iowa, both included.

Group 10 (Waverly).—Territory north of Groups 1 and 6, west of the west bank of the Mississippi River, and on and south of the Chicago, Milwaukee & St. Paul Railway to Castalia, Iowa; thence on and west of the Chicago, Rock Island & Pacific Railway to and including Decorah, Iowa; thence on and south of the Chicago, Milwaukee & St. Paul Railway through Conover, Calmar, New Hampton, and Charles City, Iowa, to and including Portland, Iowa; and thence on and east of the Chicago, Rock Island & Pacific Railway to but not including Cedar Falls, Iowa.

Group 11 (Mason City).—Beginning at the northern boundary of Group 10 at a point just west of Nora Springs Junction, Iowa; thence south of the Chicago, Rock Island & Pacific Railway to but not including Manly, Iowa; thence on and east of the Iowa Central Railway through Mason City and Hampton, Iowa, to but not including Ackley, Iowa; and thence north of the Illinois Central Railroad to but not including Cedar Falls, Iowa.

Group 12 (Ackley).—Territory south of Group 11, west of Group 6, and on and east of the Iowa Central Railway, from Ackley, Iowa, to but not including Marshalltown, Iowa; and thence north and west of the Chicago Great Western Railroad to the western boundary line of Group 7.

Group 13 (Iowa Falls).—Territory west of Group 12, and on and south of the Illinois Central Railroad, from a point just west of Ackley, Iowa, to and including Iowa Falls, Iowa; thence on and east of the St. Paul & Des Moines Railroad (including Radcliffe and Ellsworth, Iowa, on the Chicago & North-Western Railway and Roland, Iowa, on the Iowa Central Railway) to but not including Nevada, Iowa; and thence north of the Chicago

& North-Western Railway to but not including Marshalltown, Iowa.

Group 14 (Boone).—Beginning at a point northwest of Ames, Iowa, and thence on and south of the Chicago & North-Western Railway to and including Grand Junction, Iowa; thence on and east of the Minneapolis & St. Louis Railroad to but not including Des Moines, Iowa; thence west of the Chicago, Milwaukee & St. Paul Railway to but not including Madrid, Iowa; thence north of the Chicago, Milwaukee & St. Paul Railway to but not including Slater, Iowa; and thence west of the Chicago & North-Western Railway to the point of beginning.

Group 15 (Fort Dodge).—Beginning at the northwestern corner of Group 11 at a point just west of Manly, Iowa; thence west of the Iowa Central Railway to but not including Albert Lea, Minn.; thence on and east of the Minneapolis & St. Louis Railroad to and including Fort Dodge, Iowa; thence on and south of the Illinois Central Railroad to and including Tara, Iowa; thence on and east of the Minneapolis & St. Louis Railroad to but not including Grand Junction, Iowa; and thence north of the Chicago & North-Western Railway to but not including Nevada, Iowa.

Group 16 (Cambridge).—Territory west of Groups 8 and 9, south of Groups 13 and 15, east of Group 14, and north of the line of the Chicago, Rock Island & Pacific Railway, from a point just west of Oskaloosa, Iowa, through Pella, Monroe, and Altoona, Iowa, to but not including Des Moines, Iowa.

Group 17 (Des Moines).—Territory south of Group 16, west of Groups 4 and 5, and on and east of the Chicago, Burlington & Quincy Railroad, from a point just west of Glenwood Junction, Mo., to and including Centerville,

Iowa; thence on and east of the Iowa Central Railway to and including Albia, Iowa; thence on, north, and east of the Chicago, Burlington & Quincy Railroad to and including Indianola, Iowa; and thence on and east of the Chicago, Rock Island & Pacific Railway through Summerset Junction and Carlisle, Iowa, to and including Des Moines, Iowa.

Group 18 (Albert Lea).—Territory north of Group 10, east of Group 15, and on, south, and west of the Chicago, Milwaukee & St. Paul Railway, from a point just west of Conover, Iowa, to and including Taopi, Minn.; thence west of the Chicago Great Western Railroad to but not including Hayfield, Minn.; thence on and east of the Chicago Great Western Railroad to and including Austin, Minn.; and thence on and south of the Chicago, Milwaukee & St. Paul Railway to and including Albert Lea, Minn.

Group 19 (Faribault).—Territory north of Groups 10 and 18, west of the west bank of the Mississippi River, and on and east of the Minneapolis & St. Louis Railroad, from a point just west of Albert Lea, Minn., to but not including Hopkins, Minn.

Group 20 (Mankato).—Territory west of Group 19, and on, north, and east of the following line: Chicago, Milwaukee & St. Paul Railway, from a point just west of Albert Lea, Minn., through Mapleton, Minn., to and including Mankato, Minn.; and thence via the Chicago, Milwaukee & St. Paul Railway to but not including Jordan, Minn.

Group 21 (Mexico).—Territory south of Group 5, west of the west bank of the Mississippi River, and on and north of the Wabash Railroad, from a point just west of St. Louis, Mo., through Mexico and Centralia (including Columbia branch) to but not including Moberly, Mo.

Group 22 (Chillicothe).—Territory west of Groups 5,

17, and 21, and on and north of the St. Louis, Kansas City & Colorado Railroad, from a point just east of Kansas City, Mo., to but not including St. Louis, Mo., (including the Bagnell and Warsaw branches of the Missouri Pacific Railway) and east of the Missouri River from Kansas City to St. Joseph, Mo.; thence on and east of the Chicago, Burlington & Quincy Railroad through Maryville, Mo., and Cretin, Iowa, to and including Afton Junction, Iowa; and thence on and east of the Chicago Great Western Railroad to but not including Des Moines, Iowa.

Group 23 (Shenandoah).—Territory east of the Missouri River, north and west of Group 22, and on and south of the Chicago, Rock Island & Pacific Railway, from a point just east of Council Bluffs, Iowa, to but not including Des Moines, Iowa.

Group 24 (Manning).—Territory north of Group 23, west of Group 14, and on, south, and east of the following line: Chicago & North-Western Railway, from a point just west of Grand Junction, Iowa, to but not including Council Bluffs, Iowa.

Group 25 (Lake City).—Territory north of Group 24, west of Group 15, and on, south, and east of the Illinois Central Railroad, from a point just west of Tara, Iowa, to but not including Denison, Iowa.

Group 26 (Sheldon).—Territory north of Groups 24 and 25, west of Group 15, and on and south of the line of the Chicago, Rock Island & Pacific Railway, from a point just west of Forrest City, Iowa, through Estherville and Spirit Lake, Iowa, to and including Worthington, Minn.; thence on, south, and east of the Chicago, St. Paul, Minneapolis & Omaha Railway through Luverne, Minn., to and including Rock Rapids, Iowa; thence on and south of the Chicago, Rock Island & Pacific

Railway to and including Lester, Iowa; thence on and east of the Great Northern Railway to and including Sioux City, Iowa; and thence on and east of the Chicago & North-Western Railway to but not including California Junction, Iowa.

Group 27 (Hawarden).—Territory west of Group 26, and on, north, and east of the line of the Chicago, Milwaukee & St. Paul Railway, from a point just west of Sioux City, Iowa, through Elk Point, S. D., Hawarden, Iowa, Canton and Tea, S. D., to and including Sioux Falls and South Sioux Falls, S. D.; thence on and east of the Great Northern Railway to and including Garretson, S. D.; and thence eastwardly crossing via an imaginary line to the northwestern corner of Group 26 at a point just north of Luverne, Minn.

CHAPTER XI

INTERSTATE RATES—Continued

1. To Interior Iowa Cities—Continued

(a) Bases for Rates from or to Chicago, Peoria, and St. Louis Groups

The following sets forth the basis used in the construction of commodity rates between Chicago, Peoria, and St. Louis groups on the one hand and the groups in Iowa on the other.

Manchester

Rates between Group 1 (Manchester) and Groups A (Chicago), B (Peoria), and F (St. Louis) are made the same as Chicago-Cedar Rapids rates.

Cedar Rapids

Rates between Group 2 (Cedar Rapids) and Group A (Chicago) are made the same as Chicago-St. Paul or Chicago-Missouri River rates, whichever are lower, observing Chicago-Des Moines, Chicago-Marshalltown, or Chicago-Ottumwa rates as maximum rates.

Rates between Group 2 (Cedar Rapids) and Group B (Peoria) are made the following differentials below Chicago rates:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials (in cents)	10	10	5	2½	2½	3¾	3¾	2½	2½	2½

Rates between Group 2 (Cedar Rapids) and Group F (St. Louis) are made the same as Chicago-Cedar Rapids rates.

Iowa City

Rates between Group 3 (Iowa City) and Group A (Chicago) are made the same as Chicago-Cedar Rapids rates.

Rates between Group 3 (Iowa City) and Group B (Peoria) are made the same as Peoria-Cedar Rapids rates.

Rates between Group 3 (Iowa City) and Group F (St. Louis) are made the same as St. Louis-Cedar Rapids rates.

Oskaloosa

Rates between Group 4 (Oskaloosa) and Group A (Chicago) are made the same as St. Louis-St. Paul rates, observing the Chicago-Des Moines rates as maximum rates.

Rates between Group 4 (Oskaloosa) and Group B (Peoria) are made the following differentials below Chicago:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials (in cents)	10	10	5	2½	2½	3¾	3¾	2½	2½	2½

Rates between Group 4 (Oskaloosa) and Group F (St. Louis) are made the same as Chicago-Oskaloosa rates, subject to St. Louis-Des Moines rates, but not less than Peoria-Oskaloosa rates as maximum rates.

Ottumwa

Rates between Group 5 (Ottumwa) and Group A (Chicago) are made the following differentials above St. Louis-Ottumwa rates:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials (in cents)	8	8	5	3	3	4	4	2½	2	1½

These rates are subject to Chicago-Omaha or Chicago-Kansas rates as maximum rates.

Rates between Group 5 (Ottumwa) and Group B (Peoria) are made the following differentials less than the Chicago rates:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials (in cents)	10	10	5	2½	2½	3¾	3¾	2½	2½	2½

Rates between Group 5 (Ottumwa) and Group F (St. Louis) are made the same as Chicago-St. Paul or St. Louis-Omaha rates, whichever are lower, subject to the Chicago-Cedar Rapids rates as maximum rates.

On traffic destined to or originating at points east of the Indiana-Illinois State Line, St. Louis-Kansas rates apply as maximum rates.

Cedar Falls

Rates between Group 6 (Cedar Falls) and Group A (Chicago) are made the same as Chicago-St. Paul or Chicago-Missouri River rates, whichever are lower.

Rates between Group 6 (Cedar Falls) and Group B (Peoria) are made the same as Chicago-St. Paul or Chicago-Missouri River rates, whichever are lower.

Both Chicago-Cedar Falls and Peoria-Cedar Falls rates are subject to the Chicago-Marshalltown rates as maximum rates.

Rates between Group 6 (Cedar Falls) and Group F (St. Louis) are made the same as St. Louis-St. Paul rates, subject to the St. Louis-Ft. Dodge rates as maximum rates.

Reinbeck

Rates between Group 7 (Reinbeck) and Group A (Chicago) are made the same as St. Louis-St. Paul rates, subject to the Chicago-Marshalltown rates as maximum rates.

Rates between Group 7 (Reinbeck) and Group B (Peoria) are made the same as Chicago-Reinbeck rates.

Rates between Group 7 (Reinbeck) and Group F (St. Louis) are made the same as Chicago-Reinbeck rates.

Marshalltown

Rates between Group 8 (Marshalltown) and Group A (Chicago) are made the same as St. Louis-St. Paul rates, subject to the Chicago-Des Moines rates as maximum rates.

Rates between Group 8 (Marshalltown) and Group B (Peoria) are made the following differentials below Chicago-Marshalltown rates:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials (in cents)	10	10	5	5½	5½	3¾	3¾	5½	5½	5½

Rates between Group 8 (Marshalltown) and Group F (St. Louis) are made the same as Chicago-Marshalltown rates.

Montezuma

Rates between Group 9 (Montezuma) and Group A (Chicago) are made the same as Chicago-Marshalltown rates.

Rates between Group 9 (Montezuma) and Group B (Peoria) are made the same as Peoria-Marshalltown rates.

Rates between Group 9 (Montezuma) and Group F (St. Louis) are made the same as St. Louis-Marshalltown rates.

Waverly

Rates between Group 10 (Waverly) and Group A (Chicago) are made the same as Chicago-Mason City or Chicago-Albert Lea rates, whichever are lower.

Rates between Group 10 (Waverly) and Group B (Peoria) are made the same as Peoria-Mason City or Peoria-Albert Lea rates, whichever are lower.

Rates between Group 10 (Waverly) and Group F (St. Louis) are made the same as St. Louis-Mason City or St. Louis-Albert Lea rates, whichever are lower.

Mason City

Rates between Group 11 (Mason City) and Group A (Chicago) are made the same as St. Louis-St. Paul rates, subject to Chicago-Ft. Dodge rates as maximum rates.

Rates between Group 11 (Mason City) and Group B (Peoria) are made the same as Chicago-Mason City rates.

Between Mason City, Iowa, and points on the Iowa Central Railway taking the same rates on the one hand and Peoria and Pekin, Ill., proper, on the other hand, Peoria-St. Paul rates apply as maximum rates.

Rates between Group 11 (Mason City) and Group F (St. Louis) are made the same as St. Louis-St. Paul rates, subject to St. Louis-Ft. Dodge rates as maximum rates.

Ackley

Rates between Group 12 (Ackley) and Group A (Chicago) are made the same as St. Louis-St. Paul rates, subject to the Chicago-Des Moines rates as maximum rates.

Rates between Group 12 (Ackley) and Group B (Peoria) are made the same as Chicago-Ackley rates.

Between Ackley, Iowa, and points on the Iowa Central Railway taking the same rates on the one hand and Peoria and Pekin, Ill., proper, on the other hand, Peoria-St. Paul rates apply as maximum rates.

Rates between Group 12 (Ackley) and Group F (St. Louis) are made the same as St. Louis-St. Paul rates, subject to the St. Louis-Ft. Dodge rates as maximum rates.

Iowa Falls

Rates between Group 13 (Iowa Falls) and Group A (Chicago) are made the same as Chicago-Des Moines rates.

Rates between Group 13 (Iowa Falls) and Group B (Peoria) are made the same as Chicago-Iowa Falls rates.

Rates between Group 13 (Iowa Falls) and Group F (St. Louis) are made the same as St. Louis-Ft. Dodge rates.

Boone

Rates between Group 14 (Boone) and Group A (Chicago) are made the same as Chicago-Ft. Dodge rates.

Rates between Group 14 (Boone) and Group B (Peoria) are made the following differentials below Chicago rates:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials (in cents)	10	10	5	2½	2½	3¾	3¾	2½	2½	2½

Rates between Group 14 (Boone) and Group F (St. Louis) are made the same as Chicago-Boone rates.

Fort Dodge

Rates between Group 15 (Ft. Dodge) and Group A (Chicago) are made the following differentials above Des Moines rates:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials (in cents)	5	5	3	1	1	1	1	1	1	1

These rates are subject to the Chicago-Omaha rates or Chicago-Sioux City rates as maximum rates.

Rates between Group 15 (Ft. Dodge) and Group B (Peoria) are made the same as Chicago-Ft. Dodge rates.

Rates between Group 15 (Ft. Dodge) and Group F (St. Louis) are made the same as Chicago-Ft. Dodge rates.

Cambridge

Rates between Group 16 (Cambridge) and Group A (Chicago) are made the same as Chicago-Des Moines rates.

Rates between Group 16 (Cambridge) and Group B (Peoria) are made the same as Peoria-Des Moines rates.

Rates between Group 16 (Cambridge) and Group F (St. Louis) are made the same as Chicago-Cambridge rates.

Des Moines

Rates between Group 17 (Des Moines) and Group A (Chicago) are made the following differentials above the St. Louis-Des Moines rates:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials (in cents)	8	5	5	3	3	4	4	2½	2	1½

These rates are subject to the Chicago-Omaha and Chicago-Kansas City rates as maximum rates.

In the event Chicago-Omaha or Chicago-Kansas City rates apply as maximum rates between Chicago and Des Moines, rates to or from Peoria and St. Louis are the regular differentials less than the Chicago rates.

Rates between Group 17 (Des Moines) and Group B (Peoria) are made the following differentials less than the Chicago rates:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials (in cents)	10	10	5	2½	2½	3¾	3¾	2½	2½	2½

Rates between Group 17 (Des Moines) and Group F (St. Louis) are made the same as St. Louis-St. Paul rates or St. Louis-Omaha rates, whichever are lower.

On traffic destined to or originating at points east of the Indiana-Illinois State Line, St. Louis-Kansas City rates apply as maximum rates.

Albert Lea

Rates between Group 18 (Albert Lea) and Group A (Chicago) are made the same as Chicago-St. Paul rates.

Rates between Group 18 (Albert Lea) and Group B (Peoria) are made the same as Peoria-St. Paul rates.

Rates between Group 18 (Albert Lea) and Group F (St. Louis) are made the same as St. Louis-St. Paul rates.

Faribault

Rates between Group 19 (Faribault) and Group A (Chicago) are made the same as Chicago-St. Paul rates.

Rates between Group 19 (Faribault) and Group B (Peoria) are made the same as Peoria-St. Paul rates.

Rates between Group 19 (Faribault) and Group F (St. Louis) are made the same as St. Louis-St. Paul rates.

Mankato

Rates between Group 20 (Mankato) and Group A (Chicago) are made the following differentials above the Faribault-Chicago rates:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials (in cents)	5	5	3	2	2	2	2	2	1	1

Rates between Group 20 (Mankato) and Group B (Peoria) are made the following differentials over the Faribault-Peoria rates:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials (in cents)	5	5	3	2	2	2	2	2	1	1

Rates between Group 20 (Mankato) and Group F (St. Louis) are made the following differentials over the Faribault-St. Louis rates:

Classes	1	2	3	4	5	A	B	C	D	E
Differentials (in cents)	5	5	3	2	2	2	2	2	1	1

In connection with rates to Mankato, a special commodity basis is provided for a few commodities that are less than the regular class differentials.

Mexico

Rates between Group 21 (Mexico) and Group A (Chicago) are made the same as Chicago-Ottumwa rates.

To and from stations taking Chicago rates located

north of the Chicago, Milwaukee & St. Paul Railway, from Milwaukee to Prairie du Chien, through Waterloo, Wis., Chicago-Missouri River rates apply except on a few commodities such as agricultural implements, furniture, vehicles, etc.

Rates between Group 21 (Mexico) and Group B (Peoria) are made the same as Peoria-Ottumwa rates, but not to be less than St. Louis-Mexico rates.

Rates between Group 21 (Mexico) and Group F (St. Louis) are made the same as St. Louis-Ottumwa rates.

Chillicothe

Rates between Group 22 (Chillicothe) and Group A (Chicago) are made the same as Chicago-Kansas City rates.

Rates between Group 22 (Chillicothe) and Group B (Peoria) are made the same as Peoria-Kansas City rates.

Rates between Group 22 (Chillicothe) and Group F (St. Louis) are made the same as St. Louis-Kansas City rates.

Shenandoah

Rates between Group 23 (Shenandoah) and Group A (Chicago) are made the same as Chicago-Omaha rates.

Rates between Group 23 (Shenandoah) and Group B (Peoria) are made the same as Peoria-Omaha rates.

Rates between Group 23 (Shenandoah) and Group F (St. Louis) are made the same as St. Louis-Omaha rates.

Manning

Rates between Group 24 (Manning) and Group A (Chicago) are made the same as Chicago-Omaha rates.

Rates between Group 24 (Manning) and Group B (Peoria) are made the same as Peoria-Omaha rates.

Rates between Group 24 (Manning) and Group F (St. Louis) are made the same as Chicago-Manning rates.

Lake City

Rates between Group 25 (Lake City) and Group A (Chicago) are made the same as Chicago-Sioux City or Chicago-Omaha rates, whichever are lower.

Rates between Group 25 (Lake City) and Group B (Peoria) are made the same as Chicago-Lake City rates.

Rates between Group 25 (Lake City) and Group F (St. Louis) are made the same as Chicago-Lake City rates.

Sheldon

Rates between Group 26 (Sioux City) and Group A (Chicago) are made the same as Chicago-Omaha rates.

Rates between Group 26 (Sioux City) and Group B (Peoria) are made the same as Chicago-Sioux City rates.

Rates between Group 26 (Sioux City) and Group F (St. Louis) are made the same as Chicago-Sioux City rates.

Hawarden

Rates between Group 27 (Sioux Falls) and Group A (Chicago) are made 104 per cent of the Chicago-Sioux City rates.

Rates between Group 27 (Sioux Falls) and Group B (Peoria) are made the same as Chicago-Sioux Falls rates.

Rates between Group 27 (Sioux Falls) and Group F

(St. Louis) are made the same as Chicago-Sioux Falls rates.

This basis has reference only to that part of Sioux Falls territory described on page 137 and does not conflict with the Sioux Falls rates outlined under the Missouri River territory.

(b) Bases for Rates from or to Groups Other than Chicago, Peoria, and St. Louis Groups

In Tables 25 to 33, inclusive, is shown the basis to employ in establishing commodity rates between stations in Illinois and Wisconsin on the one hand and stations in Iowa on the other hand.

It will be noted that there is an individual table for each point of origin, and care should be taken to see that the proper table is employed. At the same time no attempt should be made to memorize the information contained in the various tables but rather to fix in your mind the fact that there is a table covering a particular adjustment so that when the occasion arises reference to that table may be made for the basis of rates to employ.

Following these basing tables is a table showing rates on selected commodities from various points of origin to Interior Iowa groups mentioned in this chapter. The reader will find this of much assistance in following through this adjustment of rates.

TABLE 25

Basis for Rates Between Springfield (Group C) and Groups Indicated

Between the Following Group	And Points in the Following Groups	Rate Basis Applicable
Springfield (Group C)	1 (Manchester)	Chicago rates
	2 (Cedar Rapids)	Chicago rates, but not to exceed Peoria-Missouri River rates
	3 (Iowa City) 4 (Oskaloosa) 5 (Ottumwa)	Peoria rates
	6 (Cedar Falls) 7 (Reinbeck)	Chicago rates
	8 (Marshalltown)	Chicago rates, but not to exceed Peoria-Missouri River rates
	9 (Montezuma)	Peoria rates
	10 (Waverly) 11 (Mason City) 12 (Ackley) 13 (Iowa Falls)	Chicago rates
	14 (Boone)	Chicago rates, but not to exceed Peoria-Missouri River rates
	15 (Ft. Dodge)	Chicago rates
	16 (Cambridge)	Chicago rates, but not to exceed Peoria-Missouri River rates
	17 (Des Moines)	Peoria rates
	18 (Albert Lea) 19 (Faribault) 20 (Mankato)	Chicago rates
	21 (Mexico) 22 (Chillicothe) 23 (Shenandoah)	Peoria rates
	24 (Manning)	Chicago rates, but not to exceed Peoria-Missouri River rates
	25 (Lake City) 26 (Sioux City) 27 (Sioux Falls)	Chicago rates

TABLE 26

BASIS FOR RATES BETWEEN LITCHFIELD (GROUP D) AND GROUPS INDICATED

BETWEEN THE FOLLOWING GROUP	AND POINTS IN THE FOLLOWING GROUPS	RATE BASIS APPLICABLE
Litchfield (Group D)	1 (Manchester) 2 (Cedar Rapids)	St. Louis rates
	3 (Iowa City) 4 (Oskaloosa)	St. Louis rates, but not to exceed Peoria-Missouri River rates
	5 (Ottumwa)	Peoria rates, but not to be less than St. Louis rates
	6 (Cedar Falls) 7 (Reinbeck)	St. Louis rates
	8 (Marshalltown)	St. Louis rates, but not to be less than Chicago rates
	9 (Montezuma)	St. Louis rates, but not to exceed Peoria-Missouri River rates
	10 (Waverly) 11 (Mason City) 12 (Ackley) 13 (Iowa Falls)	St. Louis rates
	14 (Boone)	St. Louis rates, but not to be less than Chicago rates
	15 (Ft. Dodge)	St. Louis rates
	16 (Cambridge)	Chicago rates
	17 (Des Moines)	Peoria rates, but not to be less than St. Louis rates
	18 (Albert Lea) 19 (Faribault) 20 (Mankato)	St. Louis rates
	21 (Mexico)	Peoria rates, but not to be less than St. Louis rates
	22 (Chillicothe) 23 (Shenandoah)	Peoria rates
	24 (Manning) 25 (Lake City) 26 (Sioux City) 27 (Sioux Falls)	Chicago rates

TABLE 27

Basis for Rates Between Danville (Group E) and Groups Indicated

Between the Following Group	And Points in the Following Groups	Rate Basis Applicable
Danville (Group E)	1 (Manchester) 2 (Cedar Rapids) 3 (Iowa City)	St. Louis rates
	4 (Oskaloosa) 5 (Ottumwa)	Chicago rates
	6 (Cedar Falls) 7 (Reinbeck) 8 (Marshalltown) 9 (Montezuma) 10 (Waverly) 11 (Mason City) 12 (Ackley) 13 (Iowa Falls) 14 (Boone) 15 (Ft. Dodge)	St. Louis rates
	16 (Cambridge) 17 (Des Moines)	Chicago rates
	18 (Albert Lea) 19 (Faribault) 20 (Mankato)	St. Louis rates
	21 (Mexico) 22 (Chillicothe) 23 (Shenandoah) 24 (Manning) 25 (Lake City) 26 (Sioux City) 27 (Sioux Falls)	Chicago rates

TABLE 28

BASIS FOR RATES BETWEEN BEARDSTOWN (GROUP G) AND GROUPS INDICATED

BETWEEN THE FOLLOWING GROUP	AND POINTS IN THE FOLLOWING GROUPS	RATE BASIS APPLICABLE
Beardstown (Group G)	1 (Manchester)	Chicago rates
	2 (Cedar Rapids)	Chicago rates, but not to exceed Peoria-Missouri River rates
	3 (Iowa City) 4 (Oskaloosa)	Peoria rates, but not to exceed Mississippi River - Missouri River rates
	5 (Ottumwa)	Peoria or St. Louis-Ottumwa rates, whichever are lower, but not to exceed Mississippi River-Missouri River rates
	6 (Cedar Falls) 7 (Reinbeck)	Chicago rates
	8 (Marshalltown)	Chicago rates, but not to exceed Peoria-Missouri River rates
	9 (Montezuma)	Peoria rates, but not to exceed Mississippi River - Missouri River rates
	10 (Waverly) 11 (Mason City) 12 (Ackley) 13 (Iowa Falls)	Chicago rates
	14 (Boone)	Chicago rates, but not to exceed Peoria-Missouri River rates
	15 (Ft. Dodge)	Chicago rates
	16 (Cambridge)	Chicago rates, but not to exceed Peoria-Missouri River rates
	17 (Des Moines)	Peoria or St. Louis rates, whichever are lower, but not to exceed Mississippi River-Missouri River rates

TABLE 28—Continued

BASIS FOR RATES BETWEEN BEARDSTOWN (GROUP G) AND GROUPS INDICATED

BETWEEN THE FOLLOWING GROUP	AND POINTS IN THE FOLLOWING GROUPS	RATE BASIS APPLICABLE
Beardstown (Group G)	18 (Albert Lea) 19 (Faribault) 20 (Mankato)	Chicago rates
	21 (Mexico)	Peoria or St. Louis rates, whichever are lower, but not to exceed Missouri River rates
	22 (Chillicothe) 23 (Shenandoah)	St. Louis rates
	24 (Manning)	Chicago rates, but not to exceed Peoria-Missouri River rates
	25 (Lake City) 26 (Sioux City) 27 (Sioux Falls)	Chicago rates

TABLE 29

BASIS FOR RATES BETWEEN GALESBURG (GROUP H) AND GROUPS INDICATED

BETWEEN THE FOLLOWING GROUP	AND POINTS IN THE FOLLOWING GROUPS	RATE BASIS APPLICABLE
Galesburg (Group H)	1 (Manchester)	Chicago rates
	2 (Cedar Rapids) 3 (Iowa City) 4 (Oskaloosa)	Peoria rates, but not to exceed Mississippi River-Missouri River rates
	5 (Ottumwa)	Peoria or St. Louis rates, whichever are lower, but not to exceed Mississippi River-Missouri River rates
	6 (Cedar Falls) 7 (Reinbeck)	Chicago rates

TABLE 29—Continued

BASIS FOR RATES BETWEEN GALESBURG (GROUP H) AND GROUPS INDICATED

BETWEEN THE FOLLOWING GROUP	AND POINTS IN THE FOLLOWING GROUPS	RATE BASIS APPLICABLE
Galesburg (Group H)	8 (Marshalltown) 9 (Montezuma)	Peoria rates, but not to exceed Mississippi River-Missouri River rates
	10 (Waverly) 11 (Mason City) 12 (Ackley) 13 (Iowa Falls)	Chicago rates
	14 (Boone)	Peoria rates, but not to exceed Mississippi River-Missouri River rates
	15 (Ft. Dodge)	Chicago rates
	16 (Cambridge)	Peoria rates, but not to exceed Mississippi River-Missouri River rates
	17 (Des Moines)	Peoria or St. Louis rates, whichever are lower, but not to exceed Mississippi River-Missouri River rates
	18 (Albert Lea) 19 (Faribault) 20 (Mankato)	Chicago rates
	21 (Mexico)	Peoria or St. Louis rates, whichever are lower, but not to exceed Mississippi River-Missouri River rates
	22 (Chillicothe) 23 (Shenandoah)	St. Louis rates
	24 (Manning)	Peoria rates, but not to exceed Mississippi River - Missouri River rates
	25 (Lake City) 26 (Sioux City) 27 (Sioux Falls)	Chicago rates

TABLE 30

Basis for Rates Between Fulton (Group I) and Groups Indicated

Between the Following Group	And Points in the Following Groups	Rate Basis Applicable
Fulton (Group I)	1 (Manchester)	Chicago rates
	2 (Cedar Rapids) 3 (Iowa City) 4 (Oskaloosa) 5 (Ottumwa)	Peoria rates, but not to exceed Mississippi River-Missouri River rates
	6 (Cedar Falls) 7 (Reinbeck)	Chicago rates
	8 (Marshalltown) 9 (Montezuma)	Peoria rates, but not to exceed Mississippi River-Missouri River rates
	10 (Waverly) 11 (Mason City) 12 (Ackley) 13 (Iowa Falls)	Chicago rates
	14 (Boone)	Peoria rates, but not to exceed Mississippi River-Missouri River rates
	15 (Ft. Dodge)	Chicago rates
	16 (Cambridge) 17 (Des Moines)	Peoria rates, but not to exceed Mississippi River-Missouri River rates
	18 (Albert Lea) 19 (Faribault) 20 (Mankato)	Chicago rates
	21 (Mexico)	Peoria rates, but not to exceed Mississippi River-Missouri River rates
	22 (Chillicothe) 23 (Shenandoah)	St. Louis rates
	24 (Manning)	Peoria rates, but not to exceed Mississippi River-Missouri River rates
	25 (Lake City) 26 (Sioux City) 27 (Sioux Falls)	Chicago rates

TABLE 31

Basis for Rates Between Prairie du Chien (Group J) and Groups Indicated

Between the Following Group	And Points in the Following Groups	Rate Basis Applicable
Prairie du Chien (Group J)	1 (Manchester)	Chicago rates
	2 (Cedar Rapids) 3 (Iowa City) 4 (Oskaloosa) 5 (Ottumwa)	Chicago rates, but not to exceed Peoria-Missouri River rates
	6 (Cedar Falls) 7 (Reinbeck)	Chicago rates
	8 (Marshalltown) 9 (Montezuma)	Chicago rates, but not to exceed Peoria-Missouri River rates
	10 (Waverly) 11 (Mason City) 12 (Ackley) 13 (Iowa Falls)	Chicago rates
	14 (Boone)	Chicago rates, but not to exceed Peoria-Missouri River rates
	15 (Ft. Dodge)	Chicago rates
	16 (Cambridge) 17 (Des Moines)	Chicago rates, but not to exceed Peoria-Missouri River rates
	18 (Albert Lea) 19 (Faribault) 20 (Mankato)	Chicago rates
	21 (Mexico)	Chicago rates, but not to exceed Peoria-Missouri River rates
	22 (Chillicothe) 23 (Shenandoah) 24 (Manning)	Peoria rates
	25 (Lake City) 26 (Sioux City) 27 (Sioux Falls)	Chicago rates

TABLE 32

BASIS FOR RATES BETWEEN EAST MISSISSIPPI RIVER PROPORTIONAL (GROUP K) AND GROUPS INDICATED

BETWEEN THE FOLLOWING GROUP	AND POINTS IN THE FOLLOWING GROUPS	RATE BASIS APPLICABLE
East Mississippi River Proportional (Group K)	1 (Manchester) 2 (Cedar Rapids) 3 (Iowa City)	Peoria rates as maximum rates, but not to exceed Mississippi River-Omaha rates
	4 (Oskaloosa) 5 (Ottumwa)	Peoria rates as maximum rates, but not to exceed St. Louis-Kansas City rates
	6 (Cedar Falls) 7 (Reinbeck) 8 (Marshalltown) 9 (Montezuma) 10 (Waverly) 11 (Mason City) 12 (Ackley) 13 (Iowa Falls) 14 (Boone) 15 (Ft. Dodge) 16 (Cambridge)	Peoria rates as maximum rates, but not to exceed Mississippi River-Omaha rates
	17 (Des Moines) 21 (Mexico)	Peoria rates as maximum rates, but not to exceed St. Louis-Kansas City rates
	22 (Chillicothe)	St. Louis-Kansas City rates
	23 (Shenandoah) 24 (Manning) 25 (Lake City) 26 (Sioux City)	Mississippi River-Omaha rates
	27 (Sioux Falls)	Same differentials under Chicago-Sioux Falls rates as East Mississippi River-Sioux City proportional rates are less than Chicago-Sioux City rates

TABLE 33

BASIS FOR RATES BETWEEN CHAMPAIGN (GROUP L) AND GROUPS INDICATED

BETWEEN THE FOLLOWING GROUP	AND POINTS IN THE FOLLOWING GROUPS	RATE BASIS APPLICABLE
Champaign (Group L)	1 (Manchester) 2 (Cedar Rapids) 3 (Iowa City) 4 (Oskaloosa) 5 (Ottumwa) 6 (Cedar Falls) 7 (Reinbeck) 8 (Marshalltown) 9 (Montezuma) 10 (Waverly) 11 (Mason City) 12 (Ackley) 13 (Iowa Falls) 14 (Boone) 15 (Ft. Dodge) 16 (Cambridge) 17 (Des Moines) 18 (Albert Lea)	Chicago rates
	19 (Faribault) 20 (Mankato)	St. Louis rates
	21 (Mexico) 22 (Chillicothe) 23 (Shenandoah) 24 (Manning) 25 (Lake City) 26 (Sioux City) 27 (Sioux Falls)	Chicago rates

TABLE 34

Commodity Rates from Various Base Points to Interior Iowa Cities and Other Groups Indicated

Commodities (Carloads except as noted)	Between Group	Manchester ... Iowa	Cedar Rapids ... Iowa	Iowa City ... Iowa	Oskaloosa ... Iowa	Ottumwa ... Iowa	Waterloo ... Iowa	Reinbeck ... Iowa	Marshalltown ... Iowa	Montezuma ... Iowa	Waverly ... Iowa	Mason City ... Iowa	Ackley ... Iowa	Iowa Falls ... Iowa	Boone ... Iowa	Fort Dodge ... Iowa	Cambridge ... Iowa	Des Moines ... Iowa	Albert Lea ... Minn.	Faribault ... Minn.	Mankato ... Minn.	Mexico ... Mo.	Chillicothe ... Mo.	Shenandoah ... Iowa	Manning ... Iowa	Lake City ... Iowa	Sheldon ... Iowa	Hawarden ... Iowa
Corn Syrup or Glucose; Corn Syrup or Glucose Jelly; Molasses; Sorghum; Sugar, Corn; Sugar, Grape; Syrup, Cane; Syrup, Maple; Syrup, Rock Candy; Syrup, Sorghum; Syrup, Sugar; Substitutes, Maple Syrup. Minimum weight 40,000 pounds.	Chicago	17	17	17	18	18	17	18	18	18	17	18	18	..	22	22	21	..	17	17	19	20	22.5	22.5	22.5	22.5	22.5	24.5
	Peoria	17	14.5	14.5	15.5	15.5	17	18	15.5	15.5	17	18	18	..	19.5	22	18.5	18.5	17	17	19	17.5	21	21	21	22.5	22.5	24.5
	Springfield	17	17	14.5	15.5	.	17	18	13	15.5	17	18	18	.	21	22	21	18.5	17	17	19	17.5	21	21	21	22.5	22.5	24.5
	Litchfield	17	17	17	18	..	18	13	18	18	18	13	13	.	22	22	21	18.5	18	13	20	17.5	21	21	22.5	22.5	22.5	24.5
	Danville	17	17	17	18		18	18	13	18	18	18	13	..	22	22	21	..	18	18	20	20	22.5	22.5	22.5	22.5	22.5	24.5
	St. Louis	17	17	17	13	16	18	18	18	18	18	18	18	..	22	22	21	13	12	13	20	15	18.5	18.5	22.5	22.5	22.5	24.5
	Beardstown	17	17	14.5	15.5	.	17	18	13	15.5	17	18	13	..	21	22	21	18	17	17	19	17	13.5	18.5	21	22.5	22.5	24.5
	Galesburg	17	14.5	14.5	15.5	.	17	18	15.5	15.5	17	13	13	..	18.5	22	18.5	18	17	17	19	17	18.5	18.5	18.5	22.5	22.5	24.5
	Fulton	17	14.5	14.5	15.5	15.5	17	18	15.5	15.5	17	18	18	.	13.5	22	18.5	18.5	17	17	19	17.5	18.5	18.5	18.5	22.5	22.5	24.5
	Prairie du Chien	17	17	17	18		17	18	13	18	17	13	18	.	21	22	21	..	17	17	19	20	21	21	21	22.5	22.5	24.5
(Minimum weight 40,000 pounds.) Binder Boards Box Board (Paper) Chip Board Fibre Board Pulpboard Strawboard Wall Board Wood Pulp Board	Chicago	13½	13½	13½	14	16½	12½	14	14	14	13½	14	14	16½	17½	17½	16½	16½	13½	13½	15½	16½	18½	18½	18½	18½	18½	19
	Peoria	13½	11	11	11½	14	13½	14	11½	11½	13½	14	14	16½	15	17½	14	14	13½	13½	15½	14	16	16	16	13½	18½	19
	Springfield	13½	13½	11	11½	14	13½	14	14	11½	13½	14	14	16½	16	17½	16	14	13½	13½	15½	14	16	16	16	13½	18½	19
	Litchfield	13½	13½	13½	13½	14	14	14	14	14	14	14	14	17½	17½	17½	16½	14	14	14	16	14	16	16	13½	18½	13½	19
	Danville	13½	13½	13½	14	16½	14	14	14	14	14	14	14	17½	17½	17½	16½	16½	14	14	16	16½	18½	18½	18½	18½	13½	19
	St. Louis	13½	13½	13½	13½	13½	14	14	14	14	14	14	14	17½	17½	17½	16½	13½	14	14	19	13½	13½	13½	18½	18½	18½	19
	Beardstown	13½	13½	11	11½	13½	13½	14	14	11½	13½	14	14	16½	16	17½	16	13½	13½	13½	15½	13½	13½	13½	16½	18½	18½	19
	Galesburg	13½	11	11	11½	13½	13½	14	11½	11½	13½	14	14	16½	13½	17½	13½	13½	12½	13½	15½	13½	13½	13½	13½	18½	18½	19
	Fulton	13½	11	11	11½	13½	13½	14	11½	11½	13½	14	14	16½	13½	17½	13½	13½	13½	13½	15½	13½	13½	13½	13½	18½	13½	19
	Prairie du Chien	13½	13½	13½	14	16	13½	14	14	14	13½	14	14	16½	16	17½	16	16	13½	13½	15½	16	16	16	16	18½	13½	19

CHAPTER XII

INTERSTATE RATES—Continued

1. To Western Trunk Line Territory (Western Division)

This chapter deals with the construction of rates to and from what is generally known as Trans-Missouri Territory, embracing the states of Kansas and Nebraska and part of the states of Colorado and Missouri.

(a) Description of East End Groups

The states of Illinois, Iowa, Minnesota, Wisconsin, and that part of Missouri lying in Western Trunk Line Territory are divided into twenty-five groups. The borders of these groups are as follows, some of the points located in each group being also shown for convenience in locating them.

Group 1

The borders of the Mississippi River Group are the same as on Missouri River traffic.

Group 2

The borders of the Peoria Group are the same as on Missouri River traffic.

Group 3

The borders of the Chicago Group are the same as on Missouri River traffic.

Group 4

The borders of the St. Paul Group are the same as on Missouri River traffic.

Group 5

Beginning at a point just west of Moody, Mo., and thence west of the Chicago, Burlington & Quincy Railroad to but not including Burlington, Iowa; thence west of the Chicago, Rock Island & Pacific Railway to a point just west of Columbus Junction, Iowa; thence north of the Chicago, Rock Island & Pacific Railway to a point just north of Muscatine, Iowa; thence north of the Chicago, Milwaukee & St. Paul Railway to a point just north of Davenport, Iowa; thence west of the Chicago, Milwaukee & St. Paul Railway to Clinton, Iowa; thence west of the Chicago & North-Western Railway to a point just west of Almont, Iowa; thence west of the Chicago, Milwaukee & St. Paul Railway to a point northwest of Dubuque, Iowa; thence north of the Chicago Great Western Railroad to a point west of Oneida Junction, Iowa; thence north of the Manchester & Oneida Railway to but not including Manchester, Iowa; thence east of the Illinois Central Railroad to a point just east of Cedar Rapids, Iowa (but not including Marion, Iowa); thence east of the Chicago, Milwaukee & St. Paul Railway to but not including Sigourney, Iowa; thence north of the Chicago, Rock Island & Pacific Railway to but not including Washington, Iowa; thence west of the Chicago, Rock Island & Pacific Railway to a point just west of Brighton; thence east of the Chicago, Rock Island & Pacific Railway to a point just east of Belknap; thence east of the Wabash

Railroad to a point just east of Bloomfield, Iowa; thence east of the Wabash Railroad to a point just east of Clark, Mo.; thence following an imaginary line south to a point north of McBaine, Mo.; and thence north of the Missouri, Kansas & Texas Railway to the boundary line of Group 25.

Some of the representative points in this group are stations on the Illinois Central Railroad from Julien to Peosta, Iowa.

Group 6

Beginning at a point just west of Dubuque, Iowa, and thence west of the Chicago, Milwaukee & St. Paul Railway to the Minnesota state line; thence west via the Minnesota state line to a point just east of Huntington, Iowa; thence east of the Minneapolis & St. Louis Railroad to but not including Estherville, Iowa; thence east of the Chicago, Rock Island & Pacific Railway to a point just east of Emmetsburg, Iowa; thence north of the Chicago, Milwaukee & St. Paul Railway to a point just east of Mason City, Iowa; thence east of the Iowa Central Railway to a point just east of Hampton, Iowa; and thence north of the Chicago Great Western Railroad to the point of beginning.

Some of the representative points in this group are stations on the Illinois Central Railroad from Irma to St. Ansgar, Iowa.

Group 7

Beginning at a point just west of Oelwein, Iowa, and thence west of the Chicago Great Western Railroad to a point just east of Des Moines, Iowa; thence west of the Chicago, Rock Island & Pacific Railway to a point just

south of Carlisle, Iowa; thence east of the Chicago, Burlington & Quincy Railroad to a point east of Humeston, Iowa; thence south to the Missouri state line, west of Lineville; and thence east via the Missouri state line to the western boundary line of Group 5.

Some of the representative points in this group are stations on the Illinois Central Railroad from Manchester to Robins, Iowa.

Group 8

Beginning at a point northeast of Hampton, Iowa, and thence north of the Chicago Great Western Railroad to a point northeast of Ft. Dodge, Iowa; thence east of the Chicago Great Western Railroad to a point east of Border Plains, Iowa; thence east of the Des Moines River to a point north of Boone, Iowa; thence north of the Chicago & North-Western Railway to a point east of Ames, Iowa; and thence east of the Chicago & North-Western Railway to but not including Des Moines, Iowa.

Some of the representative points in this group are stations on the Illinois Central Railroad from Cedar Falls to Judd, Iowa.

Group 9

Beginning at the southeast corner of Group 7 and thence northwest via an imaginary line to a point just east of Leon, Iowa; thence east of the line of the Chicago, Burlington & Quincy Railroad through Lamoni, Iowa, to a point just east of Bethany, Mo.; thence south via an imaginary line to a point just north of Cypress; thence east of the Wabash Railroad to a point just east of Gal-

latin, Mo.; thence north of the Chicago, Burlington & Quincy Railroad to a point east of Chillicothe, Mo.; thence south via an imaginary line west of Bogard and east of Carrollton, Mo., to the Missouri River; thence east via the Missouri River to but not including Booneville, Mo.; thence west of the Missouri, Kansas & Texas Railway to a point north of Franklin Junction, Mo.; and thence north of the Missouri, Kansas & Texas Railway to the western boundary line of Group 5.

Some of the representative points in this group are stations on the Missouri, Kansas & Texas Railway from Moberly to Estill, Mo.

Group 10

Beginning at the southwest corner of Group 9 and thence west via the Missouri River to a point southwest of Myrick, Mo.; thence south of the Missouri Pacific Railway to a point east of Sedalia, Mo.; thence east of the Missouri, Kansas & Texas Railway to a point just south of Windsor, Mo.; and thence south of the St. Louis, Kansas City & Colorado Railroad (including the Warsaw branches of the Missouri Pacific Railway) to the western boundary line of Group 25.

Some of the representative points in this group are stations on the Missouri, Kansas & Texas Railway from Portland to Wainwright, Mo.

Group 11

Beginning at a point southwest of Myrick, Mo., and thence west via the Missouri River to but not including Kansas City, Mo.; and thence south of the St. Louis, Kan-

sas City & Colorado Railroad to the western boundary line of Group 10.

Some of the representative points in this group are stations on the Missouri, Kansas & Texas Railway from Sutherland to Holden, Mo.

Group 12

Beginning at the western boundary line of Group 8, at a point just north of Cypress, Mo.; thence north of the Wabash Railroad to a point west of Pattonsburg, Mo.; thence west of the Quincy, Omaha & Kansas City Railroad to a point just west of Plattsburg; thence north of the Atchison, Topeka & Santa Fe Railway to a point just east of Gower, Mo.; thence east of the Quincy, Omaha & Kansas City Railroad to a point just east of Trimble, Mo.; and thence southeast via an imaginary line east of Liberty and South Liberty to the Missouri River.

Some of the representative points in this group are stations on the Chicago, Burlington & Quincy Railroad from Keystone to Chandler, Mo.

Group 13

Beginning at the western boundary line of Group 11 at a point just east of Gower, Mo.; thence northwest via an imaginary line crossing the Chicago, Burlington & Quincy Railroad east of Easton, Mo., the Chicago, Rock Island & Pacific Railway east of Stockbridge, Mo., the Chicago, Burlington & Quincy Railroad north of Clair, Mo., and the Chicago Great Western Railroad north of Savannah, Mo.; thence west to a point north of Nodaway, Mo.; and thence east of the Chicago, Burlington & Quincy Rail-

road to a point on the Missouri River just east of Kansas City.

Some of the representative points in this group are stations on the Chicago, Burlington & Quincy Railroad from Liberty to Randolph, Mo.

Group 14

Beginning at the northwest corner of Group 8, at a point just east of Leon, Iowa; thence north of Leon, Iowa, and the Chicago, Burlington & Quincy Railroad to a point north of Mt. Ayr, Iowa; thence north via an imaginary line through a point east of Diagonal, Iowa, to a point northeast of Creston, Iowa; thence crossing the Chicago, Burlington & Quincy Railroad north of Creston, Iowa, and east of Burns, Iowa; thence south of the Chicago, Burlington & Quincy Railroad to a point west of Nodaway, Iowa; thence north of the Chicago, Burlington & Quincy Railroad to a point northwest of Red Oak, Iowa; thence south of the Chicago, Burlington & Quincy Railroad to but not including Hastings, Iowa; thence north of Hastings, Iowa, and east of the Wabash Railroad to a point just east of Council Bluffs, Iowa; and thence east of the Chicago, Burlington & Quincy Railroad to the northern boundary line of Group 13.

Some of the representative points in this group are stations on the Chicago, Burlington & Quincy Railroad from Mound City to Quitman, Mo.

Group 15

Beginning at the northern boundary line of Group 13 at a point northeast of Creston, Iowa; thence via an imag-

inary line west of Winterset, Iowa, to a point south of De Soto, Iowa; thence south of the Chicago, Rock Island & Pacific Railway to but not including Des Moines, Iowa; thence north, crossing the Chicago, Rock Island & Pacific Railway and the Chicago, Milwaukee & St. Paul Railway to a point just north of Des Moines, Iowa; thence east of the Chicago & North-Western Railway to a point north of Ames, Iowa; thence north of the Chicago & North-Western Railway to a point east of Carroll, Iowa; thence east of the Chicago & North-Western Railway to a point just east of Manning, Iowa; thence west of the Chicago & North-Western Railway to a point just east of Atlantic, Iowa; and thence east of the Chicago, Rock Island & Pacific Railway to the northern boundary line of Group 14.

Some of the representative points in this group are stations on the Chicago, Burlington & Quincy Railroad from Cromwell to Nodaway, Iowa.

Group 16

Comprising territory bounded by Groups 7, 9, 14, and 15.

A representative point in this group is Des Moines, Iowa.

Group 17

Beginning at the northern boundary line of Group 14, at a point just north of Boone, Iowa; thence north via the Des Moines River to a point south of Border Plains, Iowa; thence east of the Chicago Great Western Railroad to a point north of Ft. Dodge, Iowa; thence north of the Illi-

nois Central Railroad to Wall Lake, Iowa; thence west of the Chicago & North-Western Railway to but not including Denison, Iowa; thence south of the Chicago & North-Western Railway to a point just east of Maple River Junction; and thence north of the Chicago & North-Western Railway to the point of beginning.

Some of the representative points in this group are stations on the Illinois Central Railroad from Gypsum to Deloit, Iowa.

Group 18

Beginning at a point north of Tara, Iowa, and thence north of the Illinois Central Railroad to a point just west of Le Mars; thence west of the Chicago, St. Paul, Minneapolis & Omaha Railway to but not including Sioux City, Iowa; thence via the Missouri River to a point west of Onawa, Iowa; thence north of the Chicago & North-Western Railway to a point north of Mapleton; thence east to a point north of Boyer; and thence north of the Illinois Central Railroad to the point of beginning.

Some of the representative points in this group are stations on the Illinois Central Railroad from Barnum to Sulphur Springs, Iowa.

Group 19

Beginning at the northwest corner of Group 6 and thence west via the Iowa-Minnesota state line to a point southeast of Round Lake, Minn.; thence east of the Chicago, Rock Island & Pacific Railway to a point north of Worthington, Minn.; and thence west of the Chicago, St. Paul, Minneapolis & Omaha Railway to the northern boundary line of Group 18.

Some of the representative points in this group are stations on the Illinois Central Railroad from Larrabee to Sheldon, Iowa.

Group 20

Territory bounded by Groups 14, 15, 17, and 18 on the southeast and north, and by the Missouri River on the west.

Some of the representative points in this group are stations on the Illinois Central Railroad from Arion to Council Bluffs, Iowa.

Group 21

Beginning at a point just north of Bluff Siding, Wis., and thence north of the Chicago Great Western Railroad to a point north of St. Charles, Minn.; thence north of the Chicago & North-Western Railway to a point just east of Mason, Minn.; thence east of the Chicago Great Western Railroad to a point just north of Randolph, Minn.; thence west of the Chicago, Milwaukee & St. Paul Railway to a point just west of Faribault, Minn.; thence north of the Chicago Great Western Railroad to a point northwest of Waterville, Minn.; thence west of the Minneapolis & St. Louis Railroad to a point just north of Albert Lea, Minn.; thence north of the Chicago, Milwaukee & St. Paul Railway to a point east of Ramsey, Minn.; thence east of the Chicago Great Western Railroad to a point just east of Lyle, Minn.; thence following the Iowa state line to a point east of LeRoy, Minn.; thence east of the Chicago Great Western Railroad to a point southeast of Spring Valley, Minn.; thence south of the Chicago, Milwaukee & St. Paul Railway to a point just east of La Crosse, Wis.;

and thence east of the Chicago & North-Western Railway to the point of beginning.

Some of the representative points in this group are Winona, Waterville, New Richland, and Manchester, Minn.

Group 22

Same as on Missouri River adjustment.

Group 23

Beginning at a point northwest of Waterville, Minn., and following an imaginary line to a point north of St. Peter, Minn.; thence south of the Chicago & North-Western Railway to a point north of Sleepy Eye, Minn.; thence south of the Chicago & North-Western Railway to a point just east of Rowena, Minn.; thence northwest to a point just south of Hanley Falls, Minn.; thence east of the Great Northern Railway to a point just south of Wilmar, Minn.; thence west of the Great Northern Railway to a point just south of Jasper, Minn.; thence following an imaginary line to a point south of Hardwick, Minn.; thence north of the Chicago, Rock Island & Pacific Railway to a point west of Prairie Junction; thence north of the Chicago, St. Paul, Minneapolis & Omaha Railway to a point north of Mankato, Minn.; and thence north of the Chicago Great Western Railroad to the point of beginning.

Some of the representative points in this group are stations on the Chicago & North-Western Railway from Rowena to Burchards, Minn.

Group 24

Beginning at a point just northwest of Waterville, Minn., and thence north of the Chicago Great Western

Railroad to a point north of Mankato Junction; thence north of the Chicago, St. Paul, Minneapolis & Omaha Railway to a point just west of Prairie Junction, Minn.; thence following an imaginary line south of the Chicago, Milwaukee & St. Paul Railway to the Iowa state line; thence east to a point just east of Lyle, Minn.; thence east of the Chicago Great Western Railroad to a point north of Austin, Minn.; thence north of the Chicago, Milwaukee & St. Paul Railway to a point just north of Albert Lea, Minn.; and thence west of the Minneapolis & St. Louis Railroad to the point of beginning.

Representative points in this group are Mankato and Albert Lea, Minn.

Group 25

Beginning at a point just west of Moody, Mo., and thence west of the Chicago, Burlington & Quincy Railroad to but not including Cuivre Junction, Mo.; thence south of the Chicago, Burlington & Quincy Railroad to but not including West Alton, Mo.; thence west of the line of the Chicago, Burlington & Quincy Railroad to but not including St. Louis, Mo.; thence west of the St. Louis, Iron Mountain & Southern Railway to a point south of Nursery, Mo.; thence south of the Missouri Pacific Railway to a point just south of Valley Park, Mo.; thence south of the St. Louis & San Francisco Railroad to a point just south of Pacific, Mo.; thence south of the Missouri Pacific Railway to a point just south of Labadie, Mo.; thence south of the St. Louis, Kansas City & Colorado Railroad to a point just west of Bland, Mo.; thence following an imaginary line directly north to a point north of Bluffton, Mo.; thence north of the Missouri, Kansas & Texas Railway

to a point just north of Defiance, Mo.; thence north via an imaginary line to a point just west of Gilmore, Mo.; thence west of the St. Louis & Hannibal Railway to Bear Creek, Mo.; and thence west of the Chicago, Burlington & Quincy Railroad (but not including Palmyra, Mo.) to the point of beginning.

Some of the representative points in this group are stations on the Missouri Pacific Railway from Mentor to Creve Coeur, Mo.

(b) Description of West End Groups

Similarly, the states in Trans-Missouri Territory are grouped. These groups are known as the West End Groups.

Group E

Beginning at a point just south of Pleasant Hill, Mo., and thence east of the Missouri Pacific Railway to a point just east of Carbon Center, Mo.; thence east of the Missouri Pacific Railway through Nevada, Lamar, Carthage, Webb City, and Granby, Mo.; thence east of the St. Louis & San Francisco Railroad to Neosho, Mo.; thence west of the Kansas City Southern Railway to the Missouri-Arkansas state line; thence east on the Missouri-Arkansas state line to a point just east of the place where the St. Louis & San Francisco Railroad crosses the state line; thence east of the St. Louis & San Francisco Railroad to a point just east of Springfield, Mo.; thence east of the St. Louis & San Francisco Railroad to a point just east of North Clinton, Mo.; thence east of the Missouri, Kansas & Texas Railway to a point just south of Windsor, Mo.;

and thence south of the Missouri, Kansas & Texas Railway to the point of beginning.

Some of the representative points in this group are Anderson and Washburn, Mo., Walnut Grove, Neb., and Seligman, Mo.

Group F

Beginning at a point just north of Nevada, Mo., and thence westwardly just north of the Missouri, Kansas & Texas Railway to the Kansas state line, just east of Fort Scott, Kan.; thence north on the state line to but not including Kansas City, Kan.; thence following an imaginary line south of Leeds, Mo., to a point west of Little Blue, Mo., on the Missouri Pacific Railway; and thence west of the Missouri Pacific Railway to the boundary line of Group E.

Representative points in this group are Barton and Raymore, Mo.

Group G

Beginning at a point just south of Kansas City, Kan., and thence south of the Atchison, Topeka & Santa Fe Railway to a point just east of Lawrence, Kan.; thence west of the Atchison, Topeka & Santa Fe Railway to a point west of Vinland, Kan.; thence following an imaginary line south of Vinland, Kan., and east of Wellsville, Kan.; thence south to a point west of Osawatomie, Kan.; thence west of the Atchison, Topeka & Santa Fe Railway to a point just west of Chanute, Kan.; thence west of the Missouri, Kansas & Texas Railway to a point southwest of Chetopa, Kan.; and thence east to the western boundary line of Groups E and F to the point of beginning.

Representative points in this group are Badger, Columbus, Rollin, and Radley, Kan.

Group H

Beginning at a point just west of Kansas City, Mo., and following the Missouri River to the Nebraska state line; thence west to a point just west of the Missouri Pacific Railway; thence west of the Missouri Pacific Railway to a point south of Shannon, Kan.; thence following an imaginary line to a point southwest of Lee, Kan.; thence south of the Leavenworth, Kansas & Western Railway to a point west of Leavenworth, Kan.; and thence west of the Atchison, Topeka & Santa Fe Railway to the northern boundary line of Group G, just west of Holliday, Kan.

Representative points in this group are Hiawatha, Quindaro, and Pomeroy, Kan.

Group I

Beginning at a point just west of Lawrence, Kan., and following an imaginary line to a point just west of Oskaloosa, Kan.; thence west of the Missouri Pacific Railway (Kansas City North-Western Division) to the Nebraska state line; and thence east to the northwestern boundary of Group H.

Representative points in this group are Ontario and McLouth, Kan.

Group J

Beginning at a point just southwest of Lawrence, Kan., and thence west of the Atchison, Topeka & Santa Fe

Railway to a point just west of Ottawa, Kan.; thence south of the Atchison, Topeka & Santa Fe Railway to a point just east of Emporia, Kan.; thence following an imaginary line to a point north of Emporia, Kan.; thence west of Emporia, Kan., to a point just north of Potwin, Kan.; thence south of the Missouri Pacific Railway to a point just west of Newton, Kan.; thence following an imaginary line to a point northwest of Medora, Kan.; thence west of the Chicago, Rock Island & Pacific Railway to a point southwest of Hutchinson, Kan.; thence south of the Missouri Pacific Railway to a point west of Wichita, Kan.; thence west of the Kansas City, Mexico & Orient Railway to a point west of Harper; thence south of the southern boundary line of Kansas; and thence east to the western boundary line of Group G.

Representative points in this group are Anthony, Coffeyville, and Riverdale, Kan.

Group K

All territory west of the western boundary lines of Groups G, I, J, O, and R, to which rates are published.

Representative points in this group are Grand Island and Riverdale, Neb.

Group L

Beginning at a point just northwest of Beatrice, Neb., and thence west of the Chicago, Burlington & Quincy Railroad to a point just south of Armour, Neb.; thence west of the Kansas City North-western Division of the Missouri Pacific Railway to the Kansas state line; thence following the northern boundary line of Group I to a point just south of Falls City, Neb.; thence east of Falls

City, Neb., and north of the Chicago, Burlington & Quincy Railroad to a point just north of Table Rock, Neb.; and thence north of the Chicago, Rock Island & Pacific Railway to the point of beginning.

Representative points in this group are Beatrice and Mayberry, Neb.

Group M

Beginning at the Kansas state line just south of Rulo, Neb., and following the Missouri River to a point just east of Omaha Junction, Neb.; thence west to a point west of the Missouri Pacific Railway and north of Omaha Junction, Neb.; thence west of the Missouri Pacific Railway to a point just north of Salem, Neb.; thence north of the Chicago, Burlington & Quincy Railroad to a point east of Falls City, Neb.; and thence south to the Kansas state line and east to the point of beginning.

Representative points in this group are Union and Paul, Neb.

Group N

Beginning at a point northwest of Omaha Junction, Neb., and thence north and east of the Missouri Pacific Railway to a point south of Louisville, Neb.; thence west of the Platte River to a point west of Yutan, Neb.; thence following an imaginary line to a point just east of Arlington, Neb.; thence north of the Union Pacific Railroad to a point west of Sand Pit, Neb.; thence west of the Chicago & North-Western Railway to a point just west of Wahoo, Neb.; thence west of the Union Pacific Railroad to a point west of Lincoln, Neb.; thence west of the Chi-

cago, Burlington & Quincy Railroad to the northwestern boundary of Group L; and thence following the northern boundary of Group L and the eastern boundary of Group M to the point of beginning.

Representative points in this group are Lincoln, Fremont, and Walton, Neb.

Group O

Beginning at a point on the southwestern boundary of Group L and following the Kansas state line to a point just west of Chester, Neb.; thence west of the Chicago, Burlington & Quincy Railroad to a point west of Geneva, Neb.; thence west of the Chicago, Burlington & Quincy Railroad to a point just west of David City, Neb.; thence north to a point just west of Schuyler, Neb.; thence north of the Union Pacific Railroad to a point just west of Sand Pit, Neb.; and thence following the western boundary lines of Groups N and L to the point of beginning.

Representative points in this group are Ames, Steele City, and North Bend, Neb.

Group P

Beginning at a point on the Missouri River just north of Omaha, Neb., and thence west to a point east of West Side, Neb.; thence following an imaginary line to a point just northwest of Omaha Junction; thence east to the Missouri River; and thence north of the Missouri River to the point of beginning.

A representative point in this group is West Side Junction, Neb.

Group Q

Beginning at a point on the Missouri River west of Little Sioux, Iowa; thence west to a point northwest of Eureka, Neb.; thence south to a point northwest of Arlington, Neb.; thence following the east boundary of Group N and the west boundary of Group P to the Missouri River; and thence north on the Missouri River to the point of beginning.

Representative points in this group are Meadow, Waterloo, and Millard, Neb.

Group R

Beginning at a point just north of Arlington, Neb., and following the northern boundary of Groups N and O to a point northwest of Schuyler, Neb.; thence following an imaginary line north to a point west of Clarkson, Neb.; thence northeast to a point north of Beemer, Neb.; thence east to the northeast border of Group M; thence following the west boundary of Group Q to the point of beginning.

Representative points in this group are Howell, Kan., and Dodge, Neb.

Group S

Beginning at a point just north of Beemer, Neb., and following an imaginary line east of Winside, Neb., to a point south of Plain View, Neb.; thence south of the Chicago, Burlington & Quincy Railroad to a point west of O'Neill, Neb.; thence following an imaginary line to a point on the Missouri River north of Niobrara, Neb.;

thence following the Missouri River to the northeast boundary line of Group Q; and thence west along the northern boundary line of Groups Q and R to the point of beginning.

A representative point in this group is Niobrara, Neb.

(c) Adjustment

The basing factor in this adjustment, as in the case of the Missouri River rates, is the rate from St. Louis which is first arrived at, rates from other territories being made with relation to these rates under a differential adjustment.

Table 35 shows the rates applying between points located on the Union Pacific Railway from Kansas City, Mo., to Denver, Colo., and St. Louis and other groups.

This is taken as a representative line of rates in this territory. Rates to stations on other lines are similarily established and the treatment of one should suffice for the others.

As far as possible the rates are constructed on the distance principles, the short line distance between various points being taken as maximum.

TABLE 35

Class Rates Applying Between Certain Stations on the Union Pacific Railway West of Kansas City and St. Louis, Chicago, and Other Groups

Miles[1]	Between	and Groups	Rates in Cents Per 100 Pounds									
			Classes[2]									
			1	2	3	4	5	A	B	C	D	E
17	Bonner Springs, Kan.	1	60	45	35	27	22	24½	19½	17	13½	11
39	Lawrence, Kan.	1	74	58	45	36	25	30	25	22	18	14
69	Topeka, Kan.	1	80	62	49	38	28	32	26	22	18	15
119	Manhattan, Kan.	1	90	73	60	46	36	38½	31½	26	21	16½
130	Junction City, Kan.	1	100	81	66½	51	42	43	35	28	22	16½
172	Solomon, Kan.	1	106	86	71	54½	44½	46½	37½	30½	23½	18
186	Salina, Kan.	1	107	88	72	55	45	47	38	31	24	19
377	Oakley, Kan.	1	141	118	98	78	61	66	53	44	36	29
		4	162	127	101	80½	63	74	56	50	42	35
398	Winona, Kan.	1	141	118	98	78	61	66	53	44	36	29
		4	162	127	101	80½	63	74	56	50	42	35
470	Ascalon, Colo.	1	162	127	101	80½	63	74	56	50	41½	33
		2	171	136	105½	82¾	65	77¼	59½	52	44	35½
		3	180	145	110	85	67	80½	63	54	46½	38
		4	162	127	101	80½	63	74	56	50	42	36
550	Limon, Colo.	1	162	127	101	80½	63	74	56	50	42	36
		2	171	136	105½	82¾	65	77¼	59½	52	44½	38
		3	180	145	110	85	67	80½	63	54	47	40
		4	162	127	101	80½	63	74	56	50	42	36
618	Watkins, Colo.	1	162	127	101	80½	63	74	56	50	42	36
		2	171	136	105½	82¾	65	77¼	59½	52	44½	38
		3	180	145	110	85	67	80½	63	54	47	40
		4	162	127	101	80½	63	74	56	50	42	36

[1]From Kansas City, Mo.
[2]Governed by the Western Classification.

Group 1.—St. Louis Group.
Group 2.—Peoria Group.
Group 3.—Chicago Group.
Group 4.—St. Paul Group.

The figures shown in the first column indicate the actual distances that the points shown are from Kansas City, Mo.

Note particularly that the increase in rates from the St. Louis Group is gradual until Ascalon, Colo., is reached, and that from there west to Watkins, Colo., which is but a short distance from Denver, the same scale of rates applied except on Classes D and E. This is the St. Louis-Denver (Colorado Common Point) rate and is held as a maximum and not exceeded at intermediate points. The same principle involves the rates from St. Paul, except that in the case of these rates the blanketing of the Denver rate is begun much nearer the Missouri River than in the case of St. Louis. This is due, however, to the greater distance involved in the haul from the St. Paul Group to points located in these groups.

The number of exceptions made to the following basis prohibits its use except where specific rates are not published from these groups.

(d) Application of Rates

To make through rates from or to Group 2 (Peoria), Group 3 (Chicago), and Group 4 (St. Paul), add the differentials shown in Table 36 to Group 1 (St. Louis) rates.

TABLE 36

DIFFERENTIALS USED IN CONSTRUCTING THROUGH RATES FROM OR TO PEORIA, CHICAGO, AND ST. PAUL GROUPS

From or to Groups	Differentials in Cents Per 100 Pounds										
	Classes [1]										
	1	2	3	4	5	A	B	C	D	E	Remarks
2	10	10	5	2½	2½	3¾	3¾	2½	2½	2½	Over St.
3	20	20	10	5	5	7½	7½	5	5	5	Louis
4	25	24	13	7	6	9½	8½	6	6½	6	Rates

[1] Governed by the Western Classification.

For example, if it were desired to construct a rate from Peoria, Ill., to Salina, Kan., by referring to Table 35 it will be seen that no rates are published from Peoria (Group 2). The basis shown in Table 36 may therefore be used, which would result in the following through rates:

Classes	1	2	3	4	5	A	B	C	D	E
St. Louis to Salina, Kan.	107	88	72	55	45	47	38	31	24	19
Differentials	10	10	5	2½	2½	3¾	3¾	2½	2½	2½
Through rates	117	98	77	57½	47½	50¾	41¾	33½	26½	21½

It should be borne in mind that this adjustment is not applied when through rates are published and that through rates are published in many instances wherein this basis is disregarded, as is shown by the rates from Groups 2, 3, and 4 to the points shown in Table 35.

The basis for the construction of rates from other east end groups is set forth in Table 37. This table shows both lettered and numbered groups and care should be observed that the proper combination of lettered and numbered groups is employed when establishing rates.

TABLE 37

Basis for Construction of Rates Between Groups East of the Missouri River and Groups West of the Missouri River

Between Groups	and Groups												
	E	F	G	H	I	J	K	L	M	N	O	P	Q
	These numbers refer to notes following the table												
5	1	1	1	1	1	1	2	1	1	1	1	1	1
6	3	3	3	3	3	3	2	3	3	3	2	2	2
7	1	1	1	1	1	1	2	1	1	1	2	1	2
8	4	4	4	1	1	1	2	1	1	1	2	1	2
9	1	1	1	1	1	2	2	1	1	1	2	1	1
10	1	1	1	1	2	2	2	1	1	1	2	1	1
11	1	1	2	1	2	2	2	1	1	1	2	1	1
12	1	2	2	2	2	2	2	1	1	1	2	1	1
13	2	2	2	2	2	2	2	2	2	2	2	2	2
14	1	2	2	2	2	2	2	2	2	2	2	2	2
15	4	4	4	1	1	2	2	2	2	2	2	2	2
16	1	1	1	1	1	1	2	2	2	2	2	2	2
17	4	4	4	1	1	1	2	1	1	2	2	2	2
18	5	5	5	1	1	1	2	1	1	2	2	2	2
19	5	5	5	3	3	3	2	2	3	2	2	2	2
20	4	4	4	1	1	2	2	2	2	2	2	2	2
21	6	6	6	6	6	6	6	6	6	6	6	6	6
22	2	2	2	2	2	2	7	5	5	5	5	5	5
23	8	8	8	8	8	8	9	8	8	8	2	8	8
24	6	6	6	6	6	6	10	8	8	8	2	8	8
25	1	1	1	1	1	1	1	1	1	1	1	1	1

Note 1. Apply Mississippi River rates.

Note 2. No through class rates are authorized; some few commodity rates are published but these are on no general basis.

Note 3. Apply Group 2 (Peoria) rates or Group 4 (St. Paul) rates, whichever are lower.

Note 4. Apply Peoria rates.

Note 5. Apply Chicago rates.

Note 6. Apply Group 3 (Chicago) rates or Group 4 (St. Paul) rates, whichever are lower.

Note 7. To stations in Group K in Colorado and Nebraska apply Chicago rates. No through rates are in effect to points in Group K in Kansas.

Note 8. Apply St. Paul rates.

Note 9. To stations in Group K in Colorado and Kansas apply St. Paul rates. To stations in Group K in Nebraska no through rates are in effect.

Note 10. To stations in Group K in Colorado and Kansas apply Group 3 (Chicago) rates or Group 4 (St. Paul) rates, whichever are lower.

The basis set forth in Table 37 is used in the following manner: Suppose, for example, it is desired to construct rates between Anthony, Kan., and Winona, Minn. Anthony, Kan., is shown in Group J (west end) and Winona, Minn., is shown in Group 21 (east end). Follow down the numbered groups shown on the left of the above table until Group 21 is reached and then follow the figures across until the figure under the lettered group "J" is reached. This figure is 6 and refers to note 6 at the foot of the table, which states that between points located in Groups 21 and "J" rates are made the same as the Chicago or St. Paul rates, whichever are lower. Referring to Table 38, it will be found that no rates are published from either Chicago or St. Paul and it becomes necessary to construct those rates in accordance with the basis previously set forth in Table 36, using the Mississippi River rate shown in Table 38 as the basing factor. The following is an illustration:

Classes	1	2	3	4	5	A	B	C	D	E
Mississippi River to Anthony, Kan....	124	102	86	70	54	57	43	38	31	24
Chicago differentials	20	20	10	5	5	7½	7½	5	5	5
Through rates	144	122	96	75	59	64½	50½	43	36	29

As it may be easily seen that the Chicago differentials are in all cases less than those applying from St. Paul, there is no occasion to apply those in connection with the above St. Louis rates, because they would result in higher rates than those from Chicago. As the lower of the two is to be applied, it is seen that the scale from Winona, Minn., to Anthony, Kan., would be the Chicago scale above shown.

TABLE 38

Class Rates from Mississippi River Group to West End Groups

Between Mississippi River Group and Groups	Rates in Cents Per 100 Pounds									
	Classes [1]									
	1	2	3	4	5	A	B	C	D	E
E (Anderson, Mo.)	87	68	58	41½	33½	37	28	21½	18	17
F (Barton, Mo.)	62	52	40	32	25	28	23½	18	15	13
G (Peacock, Kan.)	77	65	52	40	31	35½	27½	21½	17	15
H (Quindaro, Kan.)	60	45	35	27	22	24½	19½	17	13½	11
I (Ontario, Kan.)	72	57	41	34	27	29½	23½	21	17½	14
J (Anthony, Kan.)	124	102	86	70	54	57	43	38	31	24
K (Grand Island, Neb.)	111	90½	73	57	48	49½	37½	32½	24½	18½
L (Beatrice, Neb.)	72	57	43	35	28	30½	25½	23	19½	16
M (Union, Neb.)	60	45	35	27	22	24½	19½	17	13½	11
N (Lincoln, Neb.)	65	50	39	31	25	27½	22½	20	16½	14
O (Ames, Neb.)	70	55	44	35	28	30½	25½	22	18½	15
Q (Meadow, Neb.)	65	50	39	31	25	27½	22½	20	16½	14

[1] Governed by the Western Classification.

It must be understood, however, that these rates do not apply to all points in the same groups; that is, different rates are applied to points in the same groups, and the tariff should always be consulted to determine the rates from the Mississippi River, etc.

In Table 38 are reproduced rates to all of the groups shown under this basis which are published by the Western Trunk Line Committee in Tariff No. 18-H. Note that from some of the groups on the west end, such as R and S, no through rates are published.

Rates are not shown for the reason that the lines on which points in these groups are located have not authorized the Western Trunk Line Committee to publish these rates for them, but continue to publish the rates in their

individual issues. The rates so published, however, are in conformity with the basis set forth, which is agreed to by all lines in this territory.

(e) Local Rates

In Table 39 are some of the class distance rates of the Chicago & North-Western and Wyoming & North-Western railroads, which are used in constructing rates between points in Nebraska, South Dakota, and Wyoming. These rates are used generally on local traffic and are applied from all points which may not be affected by some through adjustment. They are established by the individual carriers without regard to the action taken by competing lines, except that when deemed advisable the longer line may elect to meet the short-line rates, if less, at some junction points. If this is done, it becomes necessary to reduce to the junction-point basis all points up to the junction.

TABLE 39

CLASS DISTANCE RATES APPLYING BETWEEN STATIONS ON THE WYOMING & NORTH-WESTERN RAILWAY AND CHICAGO & NORTH-WESTERN RAILWAY IN WYOMING, NEBRASKA, AND SOUTH DAKOTA (WEST OF THE MISSOURI RIVER)[2]

MILES	RATES IN CENTS PER 100 POUNDS									
	Classes[1]									
	1	2	3	4	5	A	B	C	D	E
5	13	11	9	7	6	6	5	4	4	3
20	24	20	18	16	12	11	10	8	6	4
40	34	30	26	23	18	17	12	10	7	6
100	62	54	46	41	36	29	19	17	12	8
200	88	78	67	55	50	41	31	26	20	13
400	126	116	98	84	79	70	56	44	36	22
750	266	215	191	170	165	146	124	106	81	39½

[1] Governed by the Western Classification.
[2] C. & N. W. Ry., I. C. C. No. 7315.

CHAPTER XIII

INTERSTATE RATES—Continued

1. Rates to and from Colorado Common Points

(a) Development

In applying the basis used in the construction of rates to points in this territory, Denver, Pueblo, and Trinidad, Colo., Cheyenne, Wyo., Royce, N. M., and several hundred other stations which are intermediate or adjacent thereto are grouped and given the territorial designation of Colorado Common Points. The list varies somewhat according to where the traffic originates and the direction of movement, thus necessitating reference to the tariff or territorial directories of the carriers for information as to what points are included in the term in actual practice.

Within recent years the basis for rates to and from this territory has been before the Interstate Commerce Commission for consideration as to the reasonableness of the rates so established and in one of the hearings the Commission stated the early rate-construction practice employed in this territory in the following language:

> As railroads were constructed into the undeveloped west and, for a time at least, had their western termini at the east bank of the Mississippi River, it seems natural that when the river was crossed, and rates were established to points beyond, they should be constructed by adding certain sums to the rates already established to the river, and as additional lines were built and additional railroad crossings over the Mississippi River were con-

structed, competition between carriers and localities naturally established common rates to the Mississippi River crossings, especially when applied to traffic going beyond.

As the west was further developed, this same condition and like results followed at the several crossings of the Missouri River. * * *[1]

This has been fully explained in so far as the rates from Official Classification Territory to Mississippi River Crossings are concerned in the treatise devoted to that subject. As to the rates from Official Classification Territory to Missouri River Crossings, Chapter VII of this work gives an explanation.

Following this practice, the rates to the Mississippi River were combined with those from the Mississippi River to the Missouri River and with those from the Missouri River to Denver, Colo., or Colorado Common Points, in establishing through rates.

The following figures show the rates applying from the Missouri River to Denver, Colo., from 1886 up to the time that the Commission reviewed the adjustment:

Classes	1	2	3	4	5	A	B	C	D	E
1886	210	170	140	115	100	100	75	65	40	50
1894	160	130	110	90	75	85	65	55	45	40
1895 to 1907	125	100	80	65	50	60	45	40	35	30

As was said in the preceding chapter, rates between Missouri River Points and points east of Colorado Common Points are made on the distance principle, i. e., increased as the distance increases, until the Colorado Common Point basis is reached; from there on this rate is blanketed or extended to cover all intermediate stations, the Colorado Common Points fixing a maximum scale of rates above which intermediate points are not held.

[1] 15 I. C. C. Rep., 559.

The following will show the method employed in constructing through rates from adjoining territories to Colorado Common Points under the old adjustment, taking New York as the point of origin:

Classes	1	2	3	4	5
Rates [1] from New York to Mississippi River	88	76	59	41	35
Rates [2] from Mississippi River to Missouri River	60	45	35	27	22
Rates [2] from Missouri River to Denver, Colo.	125	100	80	65	50
Through rates	273	221	174	133	107

[1] Governed by the Official Classification.
[2] Governed by the Western Classification.

The Interstate Commerce Commission, in this investigation, held that this basis was unduly discriminatory in favor of the Missouri River cities and as against Denver, and prescribed the following rates to apply from Chicago and from the Mississippi River to Colorado Common Points:

Classes	1	2	3	4	5	A	B	C	D	E
Chicago	180	145	110	85	67	80½	63	54	47	40
Mississippi River	162	127	101	80½	63	74	56	50	42	36

Subsequently the rates from the Missouri River Crossings to Denver were readjusted, the rates being reduced from and to the figures shown below:

Classes	1	2	3	4	5	A	B	C	D	E
Former rates	125	100	80	65	50	60	45	40	35	30
Reduced rates	115	92	74	60	47	56	42	37	33	29

In this adjustment, as in others in Western Territory, much consideration must be given in regard to placing the markets of production and the jobbing centers on a

relative basis of equality. Indeed, in this investigation the Interstate Commerce Commission stated:

> * * * Jobbers buying their goods at a common source of supply and selling them in a common market of consumption should be able to do so on a relatively fair, if not equal, aggregate of inbound and outbound transportation charges. As applied to this case the theory is that the carload rate from Chicago or from the Mississippi River to Denver plus the less-than-carload rate from Denver to Grand Junction or other consuming points ought not to exceed by more than a reasonable margin the similar combination on the Missouri River, and also ought not to exceed the through less-than-carload charge direct to Grand Junction.[2]

(b) Eastbound Rates

The order of the Commission affected only westbound rates. The eastbound rates which were not included in this investigation were somewhat higher. Subsequently these rates were also made the subject of a complaint before the Interstate Commerce Commission and the result was that they were ordered to be reduced to the St. Louis and Chicago rates, not to exceed those applicable on westbound traffic.

The rates currently in effect between Colorado Common Points and eastern points of origin and destination are shown in Table 40.

[2] 28 I. C. C. Rep., 82-83.

TABLE 40

CLASS RATES BETWEEN COLORADO COMMON POINTS AND GROUPS NAMED

BETWEEN COLORADO COMMON POINTS AND	RATES IN CENTS PER 100 POUNDS Classes									
	1	2	3	4	5	A	B	C	D	E
Chicago, Ill.[1]	180	145	110	85	67	80½	63	54	47	40
Duluth, Minn.[1]	195	157	119	92	74	88	69	59	51½	45
Memphis, Tenn.[1]										
Local	180	145	110	85	67	80½	63	54	47	40
Proportional[2]	162	127	101	79	62	74	56	50	42	36
Peoria, Ill.[1]	171	136	105½	82¾	65	77½	59½	52	44½	38
Mississippi River[1]	162	127	101	80½	63	74	56	50	42	36
St. Paul, Minn.[1]	162	127	101	80½	63	74	56	50	42	36
Missouri River[1]	115	92	74	60	47	56	42	37	33	29
New Orleans, Mobile, Baton Rouge, Vicksburg[3]	205	165	125	97	77	92	72	62	53½	46

[1] Governed by the Western Classification. Western Trunk Line Tariff, 111 series.
[2] On traffic westbound from Atlantic seaboard.
[3] Governed by the Western Classification. Trans-Missouri Freight Tariff No. 12 Series.

(c) All-Rail Rates from and to Central Freight Association and Trunk Line Territories

No through class or commodity rates are published via all-rail routes from Central Freight Association and Trunk Line territories, or through class rates from points in the southeast, rates being made on a combination based on either the Mississippi River or the Chicago rates, whichever afford the lower basis.

(d) Rates from New Orleans

From New Orleans, La., the Illinois Central Railroad has, for a number of years, applied as a basis for through

rates the scale which was in effect between Chicago and Denver prior to the time that the Interstate Commerce Commission ordered the above reductions.

These rates were included in the investigation and the Commission sustained the carriers in the application of this basis, which is also applied from Mobile, Ala., Baton Rouge, La., and Vicksburg, Miss.

(e) Rates from Trunk Line Territory via Rail-and-Water Routes

In competing for a share of this traffic the water lines operating from eastern ports to South Atlantic ports, such as Charleston, S. C., Wilmington, N. C., and Savannah and Brunswick, Ga., and the Mexican Gulf ports of New Orleans, Texas City, and Galveston, and their rail affiliations use the all-rail rates from Trunk Line Territory as the basis by which to construct rates via their routes.

FROM ATLANTIC SEABOARD TERRITORY

The competition of these routes is strong and aggressive and while the nature of the competition is entered into more fully in the construction of rates to Southwestern Territory, it may be stated that the service via these routes compares favorably both as to time and efficiency with that of the all-rail lines and in addition thereto affords an opportunity to effect quite a saving in freight charges by reason of the lower scale of rates in effect.

The rates via the all-rail lines, as previously stated, are made on combinations on Chicago or Mississippi

River rates, whichever are less. The water lines taking these rates as the basis adjusted their rates, using a scale of differentials under the rail rates.

Thus, under the old adjustment, the all-rail rates from New York to Denver were constructed in the following manner:

Classes	1	2	3	4	5	A	B	C	D	E
All-rail rates	273	221	174	133	107	119½	93½	86	77½	70
Differentials	39	30	26	16	14	11	11	11	11	11
Through rates	234	191	148	117	93	108½	82½	75	66½	59

The rates via the water lines are with slight variations continued in effect as they were not included in the Commission's order.

Seaboard Territory may be roughly described as that territory lying east of the Western Termini of the Trunk Lines and on and north of the line of the Norfolk & Western Railway to the Atlantic Ocean.

Since the reduced rates ordered by the Interstate Commerce Commission have been published from Chicago and Mississippi River Points to Colorado Common Points, the application, via the water line, of rates on any fixed differential basis has been held in abeyance.

To a very great portion of the state of Colorado, however, no through rates are authorized, and rates are made on combinations basing on such points as Denver, Grand Junction, Trinidad, and other points to which through rates are published.

Thus the opportunity is multiplied for the overworked railroad rate clerk to make a mistake in his calculation, as in some cases it is necessary to add together several rates to obtain the aggregate through rate. In the case of a shipment moving all rail from some point in Trunk Line Territory, the rate from that point to the Mississippi River, Peoria, or Chicago must first be obtained; then to this amount is added the rate applying therefrom

to the Colorado base point, and to this sum is added the local rate applying from the Colorado base point to the final destination.

The Denver interests and the Colorado State Grange have repeatedly sought to secure a more equitable adjustment, and a case is now pending wherein they ask for the establishment of the percentage system of making rates as far west as the Rocky Mountains; it is hardly believed, however, that the Interstate Commerce Commission is prepared at this time to sanction such a radical departure in rate-making methods from those which have heretofore prevailed, and it is felt that not until the uniform classification is adopted will any general readjustment of existing rate structures be undertaken.

As the rates are so high, they have an appreciable effect on industry in general, and the field is one that is quite fertile for the aggressive traffic man to enter, since the large amounts involved make a respectable showing in connection with his efforts.

(f) Rates to Points Made with Relation to Colorado Common Points

Rates to some other points which may be closely related or situated to points taking the Colorado Common Point basis are made by adding to the Colorado Common Point rates certain arbitraries or differentials, which are usually less than the local rates between the same points.

Rates to the stations located on the St. Louis, Rocky Mountain & Pacific Railway, west of Des Moines, N. M., to and including Ute Park, N. M., a distance of almost 100 miles, are made by adding differentials to the Trini-

dad (Colorado Common Point) rates as follows:

Classes	1	2	3	4	5	A	B	C	D	E
Chicago to Trinidad rates	180	145	110	85	67	82½	63	54	47	40
Differentials	20	18	17	15	5	7	5	5	5	5
Through rates	200	163	127	10	72	89½	68	59	52	45

TABLE 41.

Proportional Rates

From	Proportional Water-and-Rail Rates to Mississippi River						Proportional All-Rail Rates to Mississippi River[1]					
	Classes[2]						Classes[2]					
	1	2	3	4	5	6	1	2	3	4	5	6
Boston[3]	85½	76½	57	38½	32	26	105½	92½	70	49	42	35
New York	85½	76½	57	38½	32	26	105½	92½	70	49	42	35
Philadelphia	85½	76½	57	38½	32	26	99½	86½	68	47	40	33
Baltimore	85½	76½	57	38½	32	26	97½	84½	67	46	39	32
Albany	85½	76½	57	38½	32	26	87½	76½	58	44	35	29
Utica	85½	76½	57	38½	32	26	87½	76½	58	44	35	29
Syracuse	85½	76½	57	38½	32	26	77½	66	52	39	29½	24½
Richmond	85½	76½	57	38½	32	26	89½	78½	63	43	37	30

[1] These are the East St. Louis rates authorized to the upper Mississippi River Crossings.
[2] Governed by the Official Classification.
[3] Proportional rates applicable on traffic via South Atlantic and Gulf ports destined to points on and west of the Mississippi River.

CHAPTER XIV

INTERSTATE RATES—Continued

1. Rates to and from Utah Common Points

(a) Development

In this adjustment, used in constructing rates to points in the Far West and Southwest, the influences of water competition are felt to a great extent.

The carriers' contention is that rates from Atlantic Seaboard to Pacific Coast points are forced to an exceptionally low level in order to meet the water competition between the coasts. This competition is due to the low scale of rates established by the carriers operating around Cape Horn, through the Strait of Magellan, and by way of the Isthmus of Panama. Also, the cities on the Pacific slope receive supplies by water from different countries of the globe at exceedingly low water rates. While a rate forced by water competition cannot be used as a standard of reasonableness by which to measure other rates, the Interstate Commerce Commission has held that the fact that there is a water route from a given point to a certain destination affording a low and reasonable rate does not justify the Commission in permitting the rail carriers to charge a high and unreasonable rate on traffic between these points.

Likewise, as will be illustrated in the treatise devoted to the construction of rates in Southwestern Committee Territory, the coastwise lines operating between points

located on the eastern seaboard and gulf ports also tend to depress the natural level of the rates to and from these territories and points adjacent thereto.

As stated in the Traffic Glossary, Ogden and Salt Lake City are the two common points, but there is, as is the case with the Colorado Common Points, a varying list of points located in Utah and adjoining states to which this basis is applied.

These rates have also been subject to complaint before the Interstate Commerce Commission, a reduced basis having been established by it. Under a complaint submitted by the Commercial Club and Traffic Bureau of Salt Lake City, Utah, December 16, 1909, the class rates in both directions between Chicago, Mississippi River, and Missouri River rate territories on the one hand and the Utah Common Points on the other hand were stated to be unreasonable and discriminatory in so far as Salt Lake City was concerned.

The rates in existence at that time from the following points were:

Classes	1	2	3	4	5	A	B	C	D	E
Chicago	285	240	198	160	133	138	110	97	69	58
Mississippi River	265	220	188	155	128	130½	102½	92	64	53
Missouri River	205	175	153	128	106	106	83	75	50½	42

After reviewing the evidence, the Commission prescribed the following rates as reasonable rates for the future:

Classes	1	2	3	4	5	A	B	C	D	E
Chicago	265	223	185	149	121	128	101½	86	64	54
Mississippi River	247	205	176	143	116	120½	94	81	59	49
Missouri River	200	170	150	126	100	105	80	70	50	42

(b) All-Rail Rates from Central Freight Association and Trunk Line Territories

All-rail rates from Central Freight Association Territory and Trunk Line Territory are constructed on the basis of the lowest combination based on Chicago, Mississippi River, or Missouri River rates.

(c) Differential Rates from Atlantic Seaboard Territory

Specific through rates from Atlantic Seaboard Territory to Utah Common Points were formerly published by the water carriers serving the South Atlantic and Gulf ports. These rates were considerably less than the all-rail rates, the differential on first-class traffic being 35 cents per hundredweight under the all-rail figures. Since the reductions were ordered by the Commission, this fixed differential basis has been abandoned and through rates are no longer published, except on some few commodities on which through rates are published from Atlantic Seaboard Territory to Spokane, Wash., which rates are applied as maxima to Salt Lake City and other Utah Common Points. The class rates and rates on other commodities are provided for under the factor methods, that is, the tariff shows, in various sections, rates applicable east and west of the Mississippi River, which when combined with stated factors east or west produce the charge to be applied. The factors which apply east of the Mississippi River from Boston, Mass., New York, N. Y., Philadelphia, Pa., and Baltimore, Md., are:

Classes	1	2	3	4	5	6
Boston and New York	85½	76½	57	40	33	27
Philadelphia	85½	76½	57	40	33	27
Baltimore	85½	76½	57	40	33	27

These rates are governed by the Official Classification. The factors applying west of the Mississippi River to the Utah Common Points are:

Classes	1	2	3	4	5	A	B	C	D	E
Rates	247	205	176	143	116	120¼	94	81	59	49

These rates are governed by the Western Classification.

Observe, particularly in the instance of the factors applying east of the Mississippi River, how much less the rates are than those applying via the all-rail routes.

As an illustration of the working of this basis, assume that an article was classified as taking the fifth-class rate in the Official Classification and as taking the Class A rate in the Western and that the shipment was being made from Boston, Mass. The through rate applicable via these differential routes would be obtained by taking the fifth-class rate applicable to the Mississippi River, viz., 33 cents, and adding it to the rate applying west of the Mississippi River, which is $1.20½. This would produce a through rate of $1.53½, which would be applied in this instance.

These rates apply via either the water lines through the South Atlantic ports or via the lines serving the Mexican Gulf ports of Galveston or New Orleans.

(d) Rates to Points Taking Differentials over Utah Common Points

As is the case in regard to the application of the Colorado Common Point basis, certain differentials have been established by the carriers for the construction of rates to points adjacent to the Utah Common Points, which

when added to the Utah Common Point rates make the through rates to be applied.

To make through class rates from and to Utah points named, add the differentials set forth in Table 42 to Utah Common Point rates.

TABLE 42

Utah Differential Group

Stations on S. P. L. A. & S. L. R. R.[1]	Differentials in Cents Per 100 Pounds Over Utah Common Point Rates									
	Classes [2]									
	1	2	3	4	5	A	B	C	D	E
Garfield	18	16	14	12	10	10	8	7	5	5
Riter [3]	15	13	11	9	8	8	6	5	4	4
Mammoth Jct.[3]	46	42	37	31	25	22	18	14	11	9
Mammoth	46	42	37	31	25	22	18	14	11	9
Eureka	46	42	37	31	25	22	18	14	11	9
Silver City	46	42	37	31	25	22	18	14	11	9
Nephi	25	21	18	15	13	13	10	9	6	5

[1] San Pedro, Los Angeles & Salt Lake Railroad.
[2] Governed by the Western Classification.
[3] Non-agency station.

TEST QUESTIONS

These questions are for the student to use in testing his knowledge of the assignment. The answers are not to be sent to the University.

1. How does the length of the average haul in Western Territory compare with that in Official Classification Territory?

2. On what general plan are intrastate rates usually constructed?

3. What is meant by rates established on the short-line distance between two points?

4. What are joint rates?

5. What regulating body has control of the rates and rules for transportation in the state of Iowa?

6. On what mileage rate of progression are Iowa intrastate rates based?

7. How do the class divisions of the Iowa classification compare with those of the Western Classification?

8. On what basis are joint rates constructed in the state of Iowa?

9. What is the Iowa minimum charge rule?

10. By what classification are rates in the northern peninsula of Michigan usually governed?

11. How is the first-class rate in Minnesota determined?

12. What relation do the rates for the other classes bear to the first-class rate?

13. What three elements are used in the construction of distance tariff schedules?

14. By whom are the rates in Wisconsin published?

15. How is the state of Michigan divided between the Official and Western classifications?

16. How do class rates in Missouri compare with those in Iowa?

17. How do the class rates in Minnesota compare with those in Nebraska?

18. How do jobbers' rates compare with the regular distance rates?

19. What are some of the general conditions that affect the measure of rates in any territory?

20. What rivers form the boundaries of the Missouri River rate territory?

21. Why is the factor of distance largely disregarded in the rate adjustment in this territory?

22. What is the controlling factor in this case?

23. Name several of the principal points in the Chicago, Peoria, and St. Louis groups on traffic destined to this territory.

24. What is a differential rate?

25. Is Chicago rate territory the same for shipments to Omaha as for shipments to Sioux City?

26. Is the list of Missouri River stations shown in Table 15 subject to alteration? How?

27. Construct the class rates from Joliet, Ill., to Omaha, Neb.

28. How are through rates from points east of the Illinois-Indiana State Line constructed?

29. What effect does water competition in general exert on the freight rates of the rail lines?

30. How are rates between Chicago and Chicago rate points on the one hand and St. Paul, Minn., on the other determined?

31. How do these rates affect the rates between Duluth and the same points? Between St. Louis and the same points?

32. Are the rates shown in Table 19 constructed on any general basis?

33. In the point of construction, how do the rates between the Eau Claire Group and Groups 7, 9, and 11 differ from the rates between the other groups shown in Table 21?

34. On what basis did the interested carriers recheck the state of Iowa in compliance with the suggestion of the Interstate Commerce Commission?

35. On what rate is the maximum class rate within the state of Iowa based?

36. Into how many groups is adjoining Western Trunk Line Territory divided for the construction of commodity rates on shipments originating at or destined to points in Iowa?

37. Into how many groups is the state of Iowa divided for the construction of commodity rates on shipments originating at or destined to points within the state?

38. How are the rates between Group 5 and Group A constructed? Between Group 10 and Group A? Between Group 20 and Group B? Between Group 25 and Group A?

39. How are the rates between Group D and Group 9 constructed? Between Group H and Group 17?

40. What territory do the East End Groups cover? How many groups are there in this division? What are the West End Groups, and how many of them are there?

41. What are the basing factors in this adjustment?

42. How are the through rates from Groups 2, 3, and 4 made?

43. When a through rate is published, does it take precedence over this adjustment?

44. What rate applies between Group 11 and Group F? Between Group 10 and Group K?

45. How is the Chicago rate constructed? The St. Paul rate?

46. Do the rates shown in Table 38 apply to all points in the same group? How may the rates from the Mississippi River be determined?

47. On what shipments do the rates shown in Table 39 apply?

48. Does the term "Colorado Common Point" designate a fixed territorial grouping?

49. How were the rates to these points first established?

50. How did the first-class rate between the Missouri River and Denver change between the years 1886 and 1895? What was the decision of the Interstate Commerce Commission relative to the rates under the old adjustment?

51. How great a reduction did the Interstate Commerce Commission prescribe on rates from the Mississippi River to Denver? From the Missouri River?

52. On what ground did the Interstate Commerce Commission justify this change in rate?

53. Did this decision affect eastbound rates as well as westbound rates?

54. How are through rates between Central Freight Association Territory and Colorado Common Points constructed?

55. What through rates are in effect from New Orleans, La.?

56. In what way does the all-rail rate between New York and Denver contrast with the rate via the differential routes operating to Gulf ports?

57. Did the recent decision of the Interstate Commerce Commission apply to the rates via the water lines?

58. How are rates to territory adjacent to Colorado Common Points constructed?

59. How does water competition affect the all-rail rates to the Far West and the Southwest?

60. What two cities are known as Utah Common Points? Are the common-point rates applied to any points outside of the State of Utah?

61. How did the decision of the Interstate Commerce Commission affect Utah common-point rates?

62. How are all-rail rates from Central Freight Association Territory and Trunk Line Territory constructed?

63. Do the water carriers publish through rates from Atlantic Seaboard Territory to Utah Common Points?

64. What are the factors employed in constructing these rates?

65. What would be the rate applicable on an article taking Rule 25 in the Official Classification and Class B in the Western Classification, from New York to Utah Common Points via all-rail routes?

66. How are rates to Silver City, Utah, constructed?

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GIFT OF

Joel V. Berreman, Esq.

SOME WAYS
OF
REDUCING FREIGHT CHARGES

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LASALLE EXTENSION UNIVERSITY
(Home Study Under Expert Guidance)
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SOME WAYS
OF
REDUCING FREIGHT CHARGES

INTRODUCTION

While the Interstate Commerce Commission has repeatedly said that freight rates must be the same to all shippers, and while legislatures, both state and national, have passed laws prohibiting unjust discrimination in freight rates, the time will never come when some shippers do not have a portion of their freight shipments carried at lower charges than those of their competitors. This is so because of the complicated conditions under which freight traffic is handled and the great diversity not only of commodities, but of methods of packing and describing these commodities. Because of these complications, there are few if any fields which offer better opportunity for keenness of insight, clear thinking, thoroughness, and alertness than that of the rate expert. It is the purpose of this treatise to call attention to conditions which affect freight charges and whereby it is possible to reduce these charges to a minimum. The subject will be discussed under four general headings as follows: (1) packing freight, (2) describing and classifying freight, (3) weights, and (4) miscellaneous means of reducing freight charges.

CHAPTER I

PACKING FREIGHT

Packing goods for transportation[1] is of as great importance as the production of them, for what are they worth at the place of production if they cannot be shipped to the consumer and be received in perfect condition? Besides, the cost of packing and of transportation is an item which does not enter into the intrinsic value of the goods, and, therefore, reduction in these two items of cost will not detract from their selling value.

In packing freight for shipment, four distinct points should be considered: (1) What packing material and what style of package will give full protection to the goods and yet be the least expensive? (2) How can the goods be packed so as to insure perfect condition when delivered? (3) What style of packing will secure the lowest classification? (4) What is the minimum amount of dead or tare weight possible in every package?

While the first two points do not come directly under the subject which is being considered they are so closely related to it that it would be unwise to omit them entirely. As will be seen later, it would not be right to emphasize the fact that the tare weight of a shipment should be reduced to a minimum without strongly bringing out in connection therewith the second point, namely, the safe

[1] The treatise on "Freight Classification," which constitutes a part of this course, may well be studied in conjunction with this treatise.

transportation of the goods. The first two points will be disposed of briefly, but this must not be taken as any indication of their unimportance.

1. Cost of Package

Any money put into a package that does not add to the safe carriage of the goods contained therein nor add to the attractiveness of the shipment and thereby serve as advertisement is thrown away. If this expense can be reduced, just that much more can be put into the product itself, the price reduced, or the profits increased. The railroads recognize this fact and have made special provisions to enable shippers to reduce to a minimum the cost of packing. With this in view, extremely low rates are often allowed on what are known as "carriers" when these are returned to be refilled or used a second time. Such carriers are barrels, casks, carboys, bags, egg cases, butter tubs, and other articles too numerous to mention.

When the depreciation in the value of the carrier on each trip is not as great as the cost of returning it, a saving can be brought about by its return. Sometimes it is cheaper to make a substantial container and have it returned, while at other times it is better to make a cheaper one and not have it returned. This depends upon so many conditions that each case must be considered by itself. An illustration, however, might well be cited. It is cheaper in most cases to pack castings in bags rather than in barrels, because the bags can usually be returned as far as 200 miles or more for less than one cent each and a strong sack can be used several times. A barrel cannot be returned to advantage and, even if it could be, is hardly strong enough to stand more than one trip.

Different styles of containers vary in cost. A box, both as to material and labor, is more expensive than a crate. Whenever, therefore, the rate is the same, always use a crate, unless there are good reasons to the contrary. The crate may also be constructed in different ways so that one which requires less lumber may be even more substantial than one of a heavier type. Thus, one with lock corners is stronger than one without, while diagonal cross strips make more solid bracing than strips nailed straight across or lengthwise. It is not necessary to say anything further here in regard to this phase of packing freight. The cost of packing and of the container is a point closely related to the cost of manufacture, and the problems involved are less technical than some of the others that need to be taken up here.

2. Safety of Goods

One essential consideration in packing freight for shipment is the safety of the product. If the goods are received in a damaged condition the very object of their transportation is defeated. One can, as a rule, collect from railroad companies for damage suffered in transit; but often prompt and safe delivery is the most important service factor from the customer's standpoint, and the failure to receive the shipment on time and in good order antagonizes him. Neither is it fair to the carrier to pack goods so that even somewhat rough handling will damage them. Every employer knows how difficult it is to secure efficient help. This is particularly true of railroad companies where the help is scattered out over thousands of miles of road, making supervision or a check on negligence extremely difficult.

Aside from the consideration which is due the carriers,

the shipper, so far as it is in his power, should see to it that the goods reach their destination in perfect condition. There may be far-reaching losses due to the arrival of shipments in a damaged condition, losses which often cannot be determined and sometimes are not apparent though just as real as if they could be determined exactly. A single illustration will show how such losses work out.

About the middle of May, two Illinois farmers ordered corn planters from an implement dealer at S———. The latter wired the orders in, but because of the early spring the factory could not ship immediately. In fact, it was a week later when the planters arrived at S———, one in a damaged condition. Both farmers were on hand when the planters came, but only one, of course, could get a planter. The best the dealer could do was to let the man who had ordered first have the perfect machine and promise the other customer to telegraph for a new part to replace the broken one. This, however, would be three days in coming. The delay was not at all satisfactory to the second buyer; so he cancelled his order and bought a planter of another make from a competing dealer. Nor was this all. He was so well treated by the competing dealer that he gradually became one of that store's regular customers. The loss was not merely a broken casting or the loss of profit on one sale, but the loss of a good customer.

That there is a current tendency toward more and more flimsy packing can hardly be denied. Because of the more rapid transportation and the increasing tonnage that must be handled at large centers, the opposite should be true. Rough handling is to some extent unavoidable, and allowances must always be made for shift-

ing of goods in cars while in transit, and especially when switched in the yards. The miscellaneous collection of articles which makes up the ordinary run of less-than-carload shipments usually cannot be packed so solidly as a straight carload of one commodity.

In packing less-than-carload freight, therefore, the fact that it may be loaded into a car with almost anything else should be borne in mind. Goods may be injured by contact with others in the same car. On the other hand, while there may be little danger of damage to certain classes of freight by other articles, this freight may be of such a nature as to inflict damage upon the goods packed with it. In these cases, it seems only fair that such goods should be packed so as to inflict the least possible damage upon other products.

The above should be sufficient to impress upon the reader the fact that in packing goods for shipment it is important to bear in mind the cost of the package and the safety of the articles packed. If these are not kept in mind there may be some apparent reduction in the freight charges, but it may be only apparent. The other two points to be considered in packing freight for shipment and the only ones that have a direct bearing upon the subject under consideration can now be taken up.

3. What Style of Packing Will Secure the Lowest Classification?

To determine the style of packing necessary to obtain the lowest freight rate, secure a copy of the classification governing in the territory within which the shipment is to be made, and *study it carefully.*[2] Become thoroughly familiar with the different methods of packing

[2] For brief description of different classification territories, see the section on Describing and Classifying Freight in this treatise.

to which the article in question is subject and the class which applies to each. In studying the classification do not forget the rules which are printed at the beginning thereof. Expensive errors are regular occurrences because many shippers do not study the classifications. Some things to be guarded against are mentioned in the following pages. These will suggest others.

(a) Different Kinds of Packages

In general, goods which can be packed in boxes or barrels take the same rate when packed either way. If in crates, they are often one class higher than if in boxes or barrels; if in bags or bundles, they are often still another class higher. By bags is understood those made of material other than paper, which usually take one class still higher. For example, in the Western Classification corn meal in paper bags takes third, while in cloth bags it takes fourth class.

One reason for these differences, and probably the main one, is that these varying packages provide varying amounts of protection to the goods. By making different classifications for different styles of packages, carriers shift the responsibility for good packing on the shippers, where it really belongs. Goods not subject to damage may take the same rate in whatever form shipped. As a case in point, iron or steel castings, in the Official Classification, take the same rate whether in boxes, barrels, bags, bundles, or loose if they weigh over fifteen pounds each.

There are, however, many exceptions to the rule; in

fact, cases are found where the conditions are reversed. These exceptions make it necessary for each shipper or traffic manager to study his classification carefully. Failure to do so may duplicate the experience of a Southern charcoal shipper. Located in a little out-of-the-way town, he shipped a considerable amount of his product to several different and distant buyers. He made his shipments in a container of any style which happened to be at hand—boxes, gunny bags or barrels—until in one shipment he happened to use all three styles of packages. When the charcoal was received at the destination, he discovered from his freight bill that three different rates had been charged. The investigation that followed showed that the Southern Classification provides that charcoal in boxes shall be rated at first class, in bags at third, and in barrels at fifth.

Other illustrations from the same classification may be quoted. Shelled pop-corn in boxes takes fourth class, while in bags it takes fifth. Under the provisions of one classification, woolen sweepings take second class in bags, and sixth class in bales, although the two kinds of packages would not seem to warrant such a difference. Remember that the unexpected and possibly unexplainable may happen in the case in which you are interested. It actually does happen very often in the transportation of freight.

Goods should not be boxed if they travel more cheaply in barrels or kegs, nor should grate bars be shipped loose at first class when if wired into bundles weighing fifty pounds of over only fourth class will be charged.

Complaint was made before the Interstate Commerce Commission some time ago by a Wisconsin soap manufacturer because when tallow was received in barrels with cloth tops, it was charged at third class, while *if*

the tops had been of wood, the fourth class rate would have been charged. After a careful study of the facts, the Commission held that such a discrimination in rates was not unreasonable because the cloth tops are more apt to come off than are those of wood. Consequently, the carriers assume greater risk in transporting the former because of the greater liability of loss as well as damages to other goods with which the tallow might happen to be loaded. This emphasizes a point which shippers should consider thoroughly in preparing freight for shipment. It is a small matter to put a wooden top in a barrel instead of covering it with some kind of cloth, but the difference in freight charges may prove to be considerable.

In the Western Classification glass bottles, L. C. L., when in partitioned bottle carriers without tops take first class; each packed in individual box takes third class. Fresh apples in the same classification take third class when in barrels with wooden heads, but first when cloth tops are used. Second class is provided for fresh apples in baskets with solid or slatted wooden tops.

On the other hand, there are instances when a filled barrel without a top takes the same rate as when with a wooden head. In the Southern Classification, building or fire brick takes the same rate either way, and the cost of the top and the expense of putting it in can be saved.

It might be well to suggest just here that the reader must remember that freight classifications are continually being changed and if he should compare statements found in this treatise with later classifications and find discrepancies, he must not charge the writer with carelessness or errors. The cases cited were taken from classifications in force at the time this material was collected

and might easily be changed during the life of a book of this kind. This, however, does not impair the value of the treatise as it is not the intention merely to impart specific facts, but to show the method of procedure and the care necessary in packing freight so as to reduce the freight charges to a minimum. This also holds true to a greater or less degree with regard to the entire discussion, as conditions in the traffic world are never the same in all matters from one year to another.

(b) Bulk

One of the elements that determine the class to which a commodity belongs is its density or bulk from the carrier's point of view, the space in a car which a given weight of the commodity will occupy. In a large number of cases this amount of space is determined by the way in which the goods are put up for shipment. The shipper, in other words, determines to a marked extent how much weight can be loaded into a car. If his goods are so packed that a given weight requires a large space, they properly take a higher rate than when packed in a form that requires a smaller space for the same weight. Where it is in the power of the shipper to reduce the volume per unit of weight, it is just as proper that the railroads should discriminate in favor of the less bulky form.

One of the most common distinctions made along this line is the difference between goods that are set up (S. U.) and those knocked down (K. D.). In the Western Classification, for instance, many agricultural implements are one and one-half times first class when S. U., but only third when K. D. According to the Southern Classi

fication, lounges take one and one-half times first class S. U., and first class when backs are taken off and packed individually.

A western manufacturer of machinery was in the habit of shipping shafting with couplings, pulleys, and hangers attached and was regularly assessed the first-class rate on the entire shipment. Had he been familiar with the classification, the hangers, pulleys, and couplings would have been taken off, and the shafting would have been carried at fourth class. The hangers, if loose and weighing over twenty-five pounds each, or if boxed, would have taken fourth class. The pulleys and couplings under the same conditions would have taken second class. The Official and Southern classifications also make distinctions in the rates on these articles when shipped separately or attached.

Compression is another method by which bulk may be reduced. Thus, ground or granulated cork where uncompressed takes first class in the Southern Classification. If it is machine compressed, however, it takes third class. In Western Classification Territory, feathers which take two and a half times first class when uncompressed, are required to pay only one and one-half times first when compressed.

Still another method of securing a lower and cheaper classification is by "nesting." The Western Classification defines this as meaning three or more like articles fitted one within another. The Southern also requires that there be a series of at least three. Articles may be nested solid or only partly nested. In the Southern Classification "wood splint baskets" with tops and handles removed and nested are rated as second class; with tops and handles attached and nested they must pay

first class. Four baskets with ends placed within one another take one and one-half times first class. Packed in any other form not specified they are taxed double first-class rate.

These methods of reducing bulk are only suggestions to indicate what can be done with light-weight products. Every shipper must study the classification for his particular line to see what saving can be made. Proper packing is one of the simplest and most effective ways of reducing freight charges.

On account of the greater difficulty of loading and unloading very large packages, as well as for other reasons, differences in classifications are sometimes based upon the size of the package. Those above a standard size are assessed a higher rate than those having less than the standard dimensions. Thus, passenger vehicles, crated, in the Southern Classification take first class when the crate does not exceed thirty-four inches in height, one and one-half times first if the crate is above thirty-four and not exceeding fifty-four inches high, and double first if exceeding fifty-four inches. In the Official Classification, the dimensions as to the length of the crat are also prescribed. With a little care, it is often possibl to vary either the height or length of a crate so as t make it eligible for a lower rating.

(c) Risk

The amount of risk which the carriers take in tra porting freight is an element which determines the cl to which any particular commodity shall belong and ferent rates are provided for different methods of p ing according to the protection that is given the g packed. Some articles have caused carriers so r

trouble and expense through an unreasonable number of loss and damage claims that it has become necessary for the different classification committees to work out regular specifications for the boxing, crating, or other packing of these articles.

The specifications for crating furniture in the Western and the Southern classifications are similar in their requirements. They provide for lock corners, specify the size of the strips which may be used in crating, varying for soft and hard wood, the thickness of covering for finished surfaces, and the portion of the front, sides, back, and bottom of the article which must be covered. When furniture is wrapped, burlap not less than a specified weight must be used, and a minimum amount of excelsior or its equivalent is required. If any detail of these specifications is not complied with, the package is penalized by charging a rate one class higher than it would be otherwise, in the Western Classification. There are also specifications for crating passenger vehicles which are fully as minute and as rigorous as those for furniture. The penalty of non-conformity is a rate one class higher.

Illustrations might be multiplied. In the Southern Classification, oranges in cases with straps encircling the box are second class, but if these straps are left off, first class is charged. In the Western Classification, mineral water in glass bottles of five gallons or more capacity in crates without tops is first class. In glass in crates with slatted or solid tops the second-class rating applies. In both of these cases the extra requirement to secure the lower rating is slight and is easily and inexpensively satisfied when the shipper is aware of the provision. At the same time, the reason for the lower rate is plain; this protection for the bottle insures the railroad against

breakage, and so justifies the considerable difference in rate. All important classifications have many such provisions for different rates based upon specifications increasing the safety of the goods carried. Some of these special provisions are to be found in the body of the classification where the article itself is listed, while others must be dug out of the rule which prefaces each classification.

Of late years, boxes of pulp board, fibre, or double corrugated water-proofed board have been substituted to a notable extent for wooden boxes. These are rated like similar packages of wood, if they comply with given specifications as to thickness of the material used and the resistance per square inch to crushing strains; this latter depending, of course, upon the size of the packages and its gross weight.[8] Shippers using this style of package for their product should familiarize themselves with these special requirements in order to take full advantage of the saving in weight effected.

(d) Articles of More Than One Class

Some years ago a retail lumber company in Iowa received 8,670 pounds of roofing paper. Each roll contained a small can of cement weighing a few ounces—only enough to make water-proof the joints formed by that one roll. The entire shipment was billed at a 40-cent rate, which was the proper rate for the cement, whereas a 26-cent rate would have been charged had the small can of cement not been included in each roll.

This illustrates the general rule of all classifications which provides that when two or more articles taking different rates are shipped in the same package,

[8] The requirements are given as a rule in the classification.

the entire package will be charged at the highest rate. Because of this rule, the consignee of the above-mentioned shipment of roofing paper was compelled to pay $34.68 on the shipment in question instead of $22.54, a needless increase of freight charges of nearly 54 per cent. Had the small cans of cement been packed in a separate box by the makers of the paper this additional expense would have been saved.

It might be well to add here, as later happened in the above case, that when trade conditions demand such a mixing of goods and no one is injured thereby, it is possible to arrange with the classification committees for such joint packing of products ordinarily taking different rates. Shipments should not be mixed, however, before this question has been taken up with the proper committee and the provision for mixing legally made and published.

In shipping consignments containing several different kinds of goods (a frequent occurrence in such lines of business as wholesale hardware, dry goods, and groceries) it is important that the packer know what rate the classification provides for each kind of goods. With these in mind he can classify his shipment and pack together only those articles which take the same rate. Of course, there are often cases when the extra expense of several packages will more than offset the saving in freight charges from keeping the different classes separate, and the extra weight of boxes, etc., will make it cheaper to pay the highest rate of freight on the entire shipment.

As already suggested, goods which naturally belong together, either on account of production, condition, or because of their ultimate purpose, usually have provisions made for their shipment together. There are cases

where it may be possible to save money by so packing them. Thus the Western Classification provides for first class on certain kinds of advertising matter and second on other kinds. Yet an amount not exceeding 2 per cent of the total weight of the shipment may be shipped in the same package as the goods advertised and at the same rate. When rating on the shipment is second class or lower it is advisable to put the advertising matter in the same package with the goods in order to obtain the benefit of such lower rating on the advertising matter up to but not exceeding 2 per cent of the gross weight of the shipment. The Official and Southern classifications have the same general provisions, although the details of the application of the provisions vary somewhat as applied to carloads.

An eastern wrecking company buys, among other things, burnt-out electric motors. The value of these is measured by what can be recovered from them as copper and iron scrap. One of these ruined motors was shipped to this company, billed as scrap iron and copper. This was the proper billing; yet freight charges were assessed on the motor at the first-class rate—the same which a new motor would pay. The railroad agent who checked this bill of lading against the shipment itself could see no difference between the scrapped motor and one that was not burnt out. The shipper took the matter up with the Interstate Commerce Commission for refund of charges in excess of what they would have been on scrap iron and copper, but that body held that to anticipate the lack of discernment and technical knowledge on the part of the carrier's employes, the shipper should have

broken up the motor to such an extent that there would have been no question in the mind of the freight agent that it was anything but scrap metal. In the latter case, the third-class rate would have been charged on the copper and the fourth-class rate on the iron and something like eighty dollars saved to the shipper.

Articles which are worn out or goods which have been so damaged in shipment or otherwise, that they become valueless except as scrap, should never be billed under their original name, but should be billed and labeled as scrap or junk. Care should be taken to make them appear what they really are, even though a sledge hammer and a pair of brawny arms are needed to reduce them to a proper semblance of wreckage. The men who handle freight for the railroads cannot be expected to show the judgment of engineers in sizing up a shipment which looks too good to keep its bill of lading in countenance. One of their main functions is to see to it that the railroad gets all that is legally coming to it in the way of transportation charges; and in line with the general increase in efficiency the railroads are exercising a closer supervision of exact description of shipments. In case of doubt or where the distinction is not clear, the shipper always, and rightly so, pays the higher rate.

(f) Shipments Subject to More Than One Classification

When shipments pass from one classification territory into another so that they are subject to either of two classifications or subject to one for part of the haul and to another for the balance, it is particularly necessary to be thoroughly acquainted with the conditions set forth in the classifications. In some cases the first classification may require a different method of packing than that

demanded by the rules of the other. This is very well illustrated by the provision governing iron castings and numerous articles analogous thereto, whose classification is based on that of castings. In the Official Classification castings under fifteen pounds each shipped loose or in bundles under fifteen pounds each are first class. In all other cases, whether loose or in bundles, in bags, boxes, or barrels, if they weigh fifteen pounds or over, they are fourth class. In the Western Classification, if loose or in bundles and weighing less than fifty pounds, they take first class, while loose or in bundles and weighing fifty pounds or more, they take fourth class. This applies to castings not otherwise indexed by name.

A foundry in Official Classification Territory shipping to points located in the same territory would naturally ship castings of fifteen pounds or over loose and wire the smaller ones together so as to make bundles of that weight. Thereby it would secure as low a rate as if the castings were put into barrels or any other package. If, however, the shipment was billed to a point in the Western Classification Territory, this particular form of package would take the very highest rate applicable to castings. The way to pack, therefore, would be in gunny sacks, or in some other package taking the same fourth-class rate in both territories, thus effecting an appreciable saving.

In the same way the Official Classification provides for second class on leather in wrapped rolls, bundles, or boxes, while the Western Classification makes it second when in boxes, but first when in rolls or bundles. Many eastern leather shippers consider the Official Classification alone in packing shipments destined to points in Western Territory, and ship their leather in rolls. They, or their customers, pay excessive freight charges, accord-

ingly, on that part of the haul which is governed by the Western Classification. Of course, boxes are expensive, and it is cheaper to pack the leather in wrapped rolls. Therefore, if the haul is but a short one, the chances are that it is cheaper to pay the excessive freight charges than to pay for the more expensive package, but on long hauls the opposite is true. This shows that it is not only necessary to study the classifications to find the lowest rate but also to make a comparative study of the different factors which determine how freight shall be packed in order to find the most economical way.

The illustration above will enable the reader to gain some idea of the importance of becoming thoroughly familiar with freight classifications in order to pack freight so as to secure the benefit of the lowest rates possible. He will undoubtedly have fully realized the truth of the statement made at first that the time will never come when some shippers do not have their goods carried at lower rates than do their competitors. There is a minimum rate at which every shipment is carried, and it is the shipper's business to post himself so that his goods are packed in such a way as to entitle them to this rate.

4. A Minimum of Dead or Tare Weight

There are two factors which, with but a very few exceptions, make up all freight charges, namely, the rate and the weight. It is, therefore, not only sufficient to be sure of having the lowest rate, but also the lowest weight. It may easily be that some advantage secured from a low rate is more than offset by loss because of excessive weight, that is, of dead weight. Dead weight the weight of the package itself, in other words, the

tare, the shipment of which has no transportation value. The hauling of the box, barrel, crate, sack, or other container in which an article is packed is of no interest to the shipper. It is merely weight which is necessary to insure safe carriage of the article shipped. If this dead weight can by any means be reduced without lowering the protection afforded below the minimum necessary to arrival in good order, the transportation charges are reduced in the same proportion. A few illustrations will bring this out clearly.

The Interstate Commerce Commission has made two inquiries into the rate applicable on laundry soap. The testimony submitted in the first hearing, in 1891, showed that the weight of the box in which a certain brand of soap was packed amounted to one-sixth of the gross weight, while twelve years later, at the time of the second hearing, the box weighed eleven per cent of the gross weight. This means that a reduction of about six per cent had been made on all freight charged on the output of one of the largest soap factories in the country—a saving amounting to thousands of dollars a year.

The reduction in the weight of the boxes was brought about by a change in their construction. They were made much lighter but were as strong and serviceable, so far as transportation needs were concerned, as the old cases had been. They afforded all the protection that was required; anything more would have been waste of lumber and excessive dead weight.

In many instances, the rate is the same whether the article is boxed or crated. In most cases do not box, but crate the goods, as in the latter case the dead weight is greatly reduced and the protection not seriously impaired. For short distance ship-

ments this may be only a few cents saved on each shipment, but the aggregate on the year's business will be considerable.

Iron castings, already mentioned, take the same rate in the Official Classification whether in barrels, gunny sacks, or wired together in bundles of fifteen pounds or more each. It is evident that when barrels are used, more dead weight is paid for than where sacks are used. When castings are wired together in bundles, there is little dead weight and when loose there is none at all.

The amount of dead weight in a shipment depends upon the kind of material used in the construction of the box or crate. Thus, some kinds of lumber are lighter than others. Dry basswood weighs about 2,300 pounds per thousand board feet while the same quantity of birch weighs 4,000 pounds. The weight of lumber also depends upon whether it is dry or green, weighing at least 25 per cent more when green than when dry. Using green or only partly dry lumber for crating purposes, therefore, means increased freight bills. Leaving crating lumber to lie out in the rain also means higher freight charges.

Then again the thickness of the stock used should be considered. In crating do not use inch stock when seven-eighths-inch stock is sufficiently strong, even though the cost is the same. There is a difference of twelve and one-half per cent in dead weight. A large shipper of buggies has all the crating dressed to a given thickness so as to save in dead weight. It is cheaper to pay the cost of dressing than to pay freight on the stock that is cut away. Often it may be well to use one thickness of strips for the main frame of a crate and lighter stock for the cross strips.

How all these conditions work out may be seen in the case of a top buggy shipped from Chicago to Kansas City. The original weight was 525 pounds, of which 125 pounds represented the crate. By using a lighter lumber, by reducing the thickness of cross strips, and by seeing that only dry lumber was used, it was possible to reduce the gross weight to 490 pounds—a saving in freight charges of thirty-five pounds, or forty-two cents per buggy—the rate being one and one-half first class, or $1.20 per hundred pounds.

The growing use of pulp board and corrugated paper boxes has already been mentioned. These are very light and when used mean a considerable reduction in dead weight. Wooden boxes made of three-ply stock of a total thickness of one-quarter inch with edge strips are light as well as serviceable. These may be wire-bound without adding materially to their weight.

Producers who ship their goods in both carload and less-than-carload lots can make considerable saving in weight by using less boxing, crating, and so on, for carload than for less-than-carload shipments. Often carload lots are in bulk, entirely eliminating the dead weight. A full carload of a single commodity can usually be packed more securely than a carload made up of many different products; for this reason, as well as because of the reduced handling, there is not as much need for protection.

Sometimes another saving in weight is possible—not in dead weight, but in weight which is paid for though not actually hauled. Some commodities, such as pleasure vehicles, cannot be loaded so as to make the total weight equal the minimum prescribed for the car used.

In such cases it may be profitable to alter the shape

of the crate, using one shape for less-than-carload shipments and another for carload shipments, particularly for long hauls with high rates. In this way certain buggy manufacturers reduce freight charges on shipments to Texas points. In standard crates three buggies can be placed in each tier in a car with a high roof, two on end and one on top of these. By using an L-shaped crate and inverting the two top ones, it is possible to load four in a tier instead of three. This means about forty-five hundred pounds added to each carload without a cent added to the freight bill—a saving of $43.65 on a ninety-seven-cent rate.

In packing freight for shipment, then, the cost of the package, the safety of the goods, the proper classification, and the dead weight must be borne in mind. No shipment can be said to be properly packed unless all of these points have been considered and weighed against each other. It is not always possible to carry out any single factor to its limit, as some advantage gained might be more than lost in another way. Thus, it might be cheaper to pay a higher rate and save in cost on packing or in dead weight, while in other cases it might be cheaper to pay more for the container and more for dead weight so as to reduce the rate. In no case should the safety of the goods be neglected. Each and every shipment must be considered by itself.

CHAPTER II

DESCRIBING AND CLASSIFYING FREIGHT

It is just as important to describe freight shipments properly as it is to pack them properly. As mentioned before, the law provides that the rates shall be the same to all the shippers, but the most that the law can do is to assure equal opportunity; it cannot force a man to protect himself; it cannot be expected to solve for each individual the problems of his own business. Therefore, great inequality still exists in freight charges, not because of special favors extended, but because men do not realize that the changing of a word or two or the addition of a descriptive phrase on a bill of lading might reduce the freight charges by 25 or 50 per cent or even more.

Before continuing on this point it is necessary to call the reader's attention to the fact that under no circumstances whatsoever must anything in the following pages be construed as favoring a false description of any goods for the purpose of securing lower rates. While this is being practiced, though possibly not as much now as formerly, it is nothing more or less than stealing. Furthermore, it is illegal and punishable by fine and a term in the penitentiary. Only honest and legitimate descriptions and nothing else should be used in billing freight.

There are three principal freight classifications: the Official, applying in the territory east of the Mississippi River and Chicago and north of the Ohio and the Potomac rivers; the Southern, applying in the territory east

of the Mississippi River and south of the Ohio and the Potomac rivers; and the Western, which governs territory west of the Mississippi River. In many instances the different classifications overlap, and in not a few cases either one or another, whichever makes a lower rate, may be used. The railway boards of several states, as Illinois, Iowa, Texas, Georgia, North Carolina, and Florida, have published classifications applicable on shipments moving entirely within those states.

1. Importance of Exceptions

Besides these there are numerous exception sheets and unlimited numbers of commodity tariffs. The classifications should be studied thoroughly in order to learn just how any desired commodity is described or whether it is described under more than one name, as is also possible. The exception sheets and commodity tariffs should also be carefully examined, in order to learn whether a special ruling can be made to cover the commodity in question.

A good illustration is rake, fork, and hoe handles. In the Western Classification, these are provided for under the heading "Wooden Handles." One of the exception sheets applicable in a portion of the Western Classification Territory is known as the Western Trunk Line Exceptions, etc. If one looked through this entire exception sheet, he would find no provision for rake, fork, and hoe handles in the white. This exception sheet, however, carries an item which applies on this commodity and makes a very liberal reduction in the rate, but one will never even expect it unless he is thoroughly familiar with freight classifications. The following method of investigation and reasoning must be used

to find the lower rate: Rakes, forks, and hoes should be looked up in the Western Classification. These are found under the general heading "Agricultural Implements, Hand." This gives the clue. Is there anything in the Western Trunk Line Exceptions on this subject? Investigation will show that there is an item, "Agricultural Implements and parts." This covers the commodity, but the rate provided is higher than that in the classification and therefore is of no value. But further investigation will bring a rich reward.

By carefully reading through the exception sheet one will come to an item covering "Lumber and articles taking lumber rates." This is a long item and has much small print. Under this head will be found the words "Agricultural Implement Wood, in the white." As hoes, etc., are agricultural implements and the turned handles are wooden parts which go into these implements, it is a perfectly proper and legitimate description of these turned handles (when not finished) to call them "Agricultural Implement Wood, in the white." Under such circumstances as these there is hardly one chance in a hundred that the rate clerk will bill a shipment of "Rake, fork, and hoe handles" at the lumber rate. And this is particularly true, as was the case of several carloads of this material, when the shipping point is located in the Official Territory and the destination is in the Western Territory and the exception applies only to part of the haul. The result of neglect in proper billing in the case of the cars mentioned was overcharges of from $30 to $40 per car on the entire movement. The shipping clerk might well have spent an entire week investigating how to describe the shipments in question and still have made good money for his company.

This one illustration shows the importance of making a thorough study of both classifications and exception sheets. It also illustrates how a lower rate can be secured by familiarizing one's self with the general description of the article for which a partly finished part is to be used and from that general description find a low rate on that part. No one would think of calling "hoe handles in the white," "Agricultural Implement Wood, in the white," without the knowledge that hoes, etc., are "Agricultural Implements, hand," and no one without a thorough knowledge of the classification and exception sheet is in a position to trace the connection.

2. Proper Description

It is not sufficient merely to hunt up the article on which the classification is desired, but to try to think of every possible name by which that article can be called and see if it is not included in the classification under more than one name. When that has been done, study the rules in the front of the classification, where valuable information may be found. For instance, in the Western Classification there is a rule entitled "Iron versus Steel Articles." This rule contains the following provision: "Ratings shown in the classification for articles made of iron will apply on the same articles when made of steel, and vice versa." The importance of this rule can be readily seen, and it is the shipper's business to find it and take advantage thereof.

In billing freight, it should be described as nearly as possible just as it is in the classification, exception sheet, or commodity tariff, whichever governs. Errors in billing are usually due to insufficient or improper description either of the article itself or the method of packing or

both. Inasmuch as this is a subject that cannot be reduced to definite rules, it seems to be best to treat it by showing specific cases of improper description and calling attention to what the proper description would be in each instance. By multiplying these illustrations the reader will obtain a fair idea of what must be guarded against.

The omission of dimensions may cause an overcharge on commodities classified by the size of the crate or package. The Official Classification provides for various rates on buggies and vehicles, according to the length and height of the crate. For instance, vehicles not self-propelling, set up crated or boxed, shafts or poles wrapped, wheels inside or outside, if bundled or crated flat, in packages not exceeding thirty-four inches in height, one and one-half times first class. In packages exceeding thirty-four inches in height, but not exceeding fifty-four inches in height, double first class.

The Western Classification specifies undecorated aluminum ware, nested, boxed, first class, L. C. L. (less-than-carload), and aluminum ware, not nested, boxed, one and one-half times first class. A shipment of aluminum pails, nested, billed "5 Boxes Aluminum Ware" would be improperly described and the shipment would be rated at one and one-half times first class instead of at first class.

In the Official Classification, aluminum ware, N. O. I. B. N. (not otherwise indexed by name), not nested, in boxes or barrels, L. C. L., is first class. Aluminum ware, N. O. I. B. N., nested, in boxes or barrels, L. C. L., second class if undecorated household ware. N. O. I. B. N., or not otherwise indexed by name, means not provided for

in that classification under any other heading or in any other item. A shipment of cooking utensils nested and boxed, billed "5 Boxes Aluminum Ware" would be charged at first class, while if properly billed "5 Boxes Aluminum Household Ware, Undecorated, Nested," second would be charged.

An Iowa stone cutter was being regularly overcharged on carload shipments of sawed stone. He billed all his shipments as "dressed stone" and paid Class-C rates, the class provided for carved, lettered, polished, or traced stone. As a matter of fact the stone was merely sawed on four sides, and if the words "sawed on four sides" had been added to the billing, the shipments would have been charged at Class E—a reduction of approximately 25 per cent in the charges.

Then, too, classification may be determined by the composition or constituent elements of an article. Stove-pipe thimbles furnish a good illustration. In Southern Classification if the thimbles are of clay, they go as third class in barrels, boxes, or crates, and if of cast iron or steel, fourth, in same packages. The importance of specifying the material of which these thimbles are made is evident. It is too much to expect the bill clerk to tell by looking at an article what it is made of, nor would he be justified in spending much time in trying to find out. Where the shipper does not furnish specific information, the clerk naturally, and rightly so, protects himself and the railroad company by billing at the highest rate.

Coffee should be fully described as to kind, i. e., green, roasted, or ground, and the manner in which it is packed. A shipping ticket reading "5 Sacks Coffee" is indefinite, as the Western Classification provides the fourth-class

rating for roasted coffee, other than ground, in double bags, L. C. L., and the third class rating for roasted coffee, other than ground, in single bags, L. C. L.

The Official Classification classifies roasted coffee, other than ground, in single or double bags, L. C. L., under Rule 26. (20% less than third class.)

The Southern Classification classifies roasted coffee, other than ground, in single bags, L. C. L., as fourth class; in double bags, L. C. L., fifth class.[1]

One of the most common errors is to bill goods under a general class name when there is a lower rate on the specific kind shipped. A sandstone brick company beginning business in Wisconsin received six brick-making machines billed as "6 machines," and paid on them the first-class rate. If properly billed as "6 brick-making machines" second class would have been charged.

A Minneapolis concern shipped a quantity of paper drinking cups as "10 Boxes Paper Goods Folded Flat." This shipment was given a first-class rating as provided in the Western Classification for paper goods, not otherwise indexed by name. An examination of the Western Classification would have disclosed the fact that paper drinking cups folded flat in boxes or crates take a second-class rating. As the shipment traveled a considerable distance, the difference in freight charges due to the oversight was a substantial amount. When you consider hundreds of shipments of this nature billed incorrectly, the loss assumes serious proportions.

A few commodities are classified according to the de-

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[1]The Southern, Western and Official classifications specify that "The ratings for Coffee in double bags will apply when the inner bag is made of cloth or paper, either separate from the outer bag or pasted to it, if both bags are securely closed at the mouth."

clared or released value; in all such cases it is important to state the value on the bill of lading. In the Official Classification, for instance, paintings having a declared value of more than two dollars a pound are three times first class; if the value is declared to be more than fifty cents but not exceeding two dollars a pound, the rate is double first class; if not exceeding fifty cents a pound, it is one and a half times first class. The necessity of declaring the proper valuation is clearly shown. A shipment of "Household Goods" from Chicago to Moline was billed at one and one-half times first class. Had the words, "released to $10.00 per hundred pounds" been added, the rate would have been first class.

Frequently the shipper is in a hurry and bills out a shipment in a single item when the different articles ought to go under different rates. Seven grate bars, with a total weight of 300 pounds, were billed as one item. This indicated that each weighed something less than fifty pounds, and was therefore subject to first class. In fact, two of the bars were considerably smaller than the others and five of them weighed fifty pounds each and were therefore entitled to fourth class. Only the two small ones should have taken first class if they could not be placed in a bundle weighing fifty pounds or over, in which case the shipment should have been billed:

"5 grate bars 50 lbs. each
2 grate bars under 50 lbs. each."

Material on which some work has been done is frequently billed as "unfinished parts" of the commodity into which it is to be manufactured, thereby causing very heavy overcharges. The vehicle business especially has suffered by such overcharges.

An Iowa vehicle manufacturing company, upon examining its freight bills covering inbound consignments, found several shipments from points southeast of East St. Louis, which were billed "neck yokes" at a first-class rate of sixty-three cents per hundred pounds north of East St. Louis. The question at once occurred to the checker whether or not these were finished neck yokes. Investigation showed that the shipments had been billed up to East St. Louis at a rate much lower than that applicable on finished neck yokes, and inquiry brought out the fact that the shipments consisted of neck yoke woods turned to shape, but without either irons or leather. In this stage, the shipments were entitled to a fourth-class rate of twenty-six cents a hundred pounds, provided for in the Western Classification under "wagon, carriage, and sleigh wood, in the rough, sawed, turned or bent, not ironed," which description should have been used in making out the bill of lading. The firm had paid almost two and one-half times as much for freight as it should have done because the shipper had been careless or ignorant—or both.

Several vehicle manufacturers throughout Iowa and Illinois receive head blocks, spring bars, reach woods, and axle beds from a town in southern Illinois. None of these is further finished than being cut to shape and should be billed as "wagon, carriage, and sleigh wood, in the rough, sawed, turned or bent, not ironed" and take fourth-class rate. In most cases the shipments are billed "reaches in the white," second class, axle beds as "wood axles in the white," third class, head blocks and spring bars at almost any rate from first to third.

Trade names are perplexing and lead to overcharges.

How many bill clerks know what "Preservit" is? Shipments billed this way are almost invariably charged first class, when if properly billed as "meat preserving powders" fourth-class rate would be charged. Even when commodities have become standardized it is hardly reasonable to expect a bill clerk to know them well enough to use the proper rating, and as commodities are not specifically provided for in the classification under their trade names, such trade names should not be used.

How the difference in description can make a considerable item was shown when a stove foundry in Quincy, Illinois, received a carload of scrap iron from Merwin, Missouri. The shipment was billed "1 carload junk" at a twenty-six cent rate. If the shipment had been billed "1 carload scrap iron," an eleven and one-half-cent rate would have been used and $46.07 saved in freight charges.

Often goods are damaged and become junk or scrap and again credit is sometimes given when broken or defective parts are returned. Such shipments should not be billed under their original name or as parts of the article to which they belonged. A box of broken castings belonging to a corn planter, billed "1 box corn planter parts" would be billed at first class, but if billed "1 box scrap iron"—which it really is—the charges will be assessed on the basis of fourth class. A shipment of worn-out canvas from Worcester, Mass., to Chicago was billed as "10 bales old canvas" at first class. If properly billed as "10 bales rags, compressed" fifth class would have applied. The Standard Paper Company had a lot of paper that had been damaged and shipped it back to the mill. Taking for granted that scrap paper took the

lowest possible rate, shipment was billed as such and charged at third class. Had it been billed "Paper damaged, in crates, returned to paper manufacturers" it would have taken fourth class.

A shipment of veneer less than one-sixteenth of one inch in thickness was made from Grand Rapids, Michigan, to Moline, Illinois, billed as "Lumber, N. O. S.," and a forty-four cent rate was charged. Had it been billed "veneering (one-sixteenth of one inch or less in thickness)" the rate would have been thirty-four cents per hundred pounds. As mentioned before, many shipments pass from one classification territory into another, so that the first part of the haul is subject to one classification and the last part to another. It has already been shown that in such cases it is important that both classifications be studied in order to pack shipments so as to receive the advantage of the lowest rates for the entire haul. This is equally true when it comes to describing goods on the bill of lading. One description may be satisfactory for one part of the haul but not for the other. To illustrate: A shipment of tissue wrapping paper from New York to Des Moines is subject to the Official Classification up to the Mississippi River crossing and beyond is subject to the Western Classification. If billed as "tissue paper," it will take third class to the river and second beyond, but if billed as "tissue wrapping paper," it will be hauled the entire distance at third class. The excess freight charges paid, due to a lack of knowledge of this small but highly important feature of classification, would be considerable.

The Official Classification provides for "Chairs, N. O. S., iron or steel, crated, 1½ T 1st class." The

Western Classification provides for "Chairs, N. O. I. B. N., S. U., in crates, D 1st class." A shipment of iron swinging hammock chairs is to move from a point in Official Classification Territory to a point in Western Classification Territory, being subject to each classification for a part of the movement. If the shipment is described as "Chairs, N. O. S., iron, crated," it will be billed by the carrier in Official Classification Territory at 1½ T 1st class, but the carrier in Western Classification Territory will give it a rating of D 1st class. Swinging hammock chairs in crates are given a 2d class rating in Western Classification, however, so the shipment should have been described as "Swinging hammock chairs, in crates," when it left the hands of the shipper. The rating in Official Classification Territory would have been the same in either case.

One more case might be cited as showing the differences between provisions of different classifications for the same articles:

The Official Classification reads as follows:

Carriages, Children's—
  Not crated or boxed:
    L. C. L. not taken.
  Crated or boxed:
    S. U., wheels on.....3t1 (three times 1st)
    S. U., wheels off.....D1 (Double 1st)
    K. D., all parts detached from bodies and packed flat, bodies not nested.....1½
    K. D., all parts detached from bodies and packed flat, bodies nested.....1st class

Carts, Children's, N. O. S.—
Not crated or boxed:
L. C. L. not taken.
Crated or boxed:
S. U., wheels on.....3t1 (three times 1st)
S. U., wheels off.....D1 (Double 1st)
K. D., or folded (not flat),
Wheels on.....D1 (Double 1st)
Wheels off .....1½ (one and one-half)
K. D. flat.....1st (1st class)
Collapsible, or Folding, K. D., flat or folded flat, crated or boxed .....2nd class

The Western Classification reads as follows:

Carriages, Go-carts, or Sulkies, Baby or Doll—
Other than collapsed, folded flat or K. D. flat:
Wheels on, in boxes or crates.....2½t1
Wheels off, boxed or crated.....1½t1
Go-carts, collapsed, folded flat, boxed or crated..1st

It requires particular study and a little judgment to secure the best rate on commodities which are not classified in the classifications, but which are subject to rates applicable on analogous articles. For example: "Davenports," upholstered, are not specified in the Official Classification; the term "Davenports" should not be used on the shipping tickets, in describing shipments, as in many cases shipments so described are charged at the rating specified in the classifications for furniture,

N. O. S.; davenports, being analogous to lounges and couches, will take the same class or rate, when packed for shipment as shown in the classifications of the latter articles. To secure the correct ratings on ginghams they should be billed as "Dry Goods, N. O. I. B. N.," under the Western Classification, and "Cotton Piece Goods, N. O. I. B. N.," under the Official Classification.

3. Parts of Articles

Shipments should not be billed as parts unless it is made plain, by a heading, what the shipment really is and then the list of parts added is only to facilitate checking the shipment. The following is a description of metallic mattresses for davenports used by one shipper:

"1 box fixtures
1 mattress, crated."

This certainly does not give any information which will be of much value in classifying the shipment and it surely is not one which will secure the best rate. A proper way to bill this shipment would be:

"1 metallic mattress, for davenport, flat, crated.
1 box of fixtures for metallic mattress."

And still, there are cases when it is not only proper to bill articles under their component parts but absolutely necessary to do so. As such might be mentioned freight elevators and wagon scales. Shippers of these articles must be thoroughly conversant with the various classifications that might be applicable. This is especially true of firms doing a nation-wide business.

In the Western Classification freight and passenger elevators are classified as follows:

25 Elevator Cars, Freight or Passenger, iron or steel, or iron or steel and wood combined:
K. D., in boxes, bundles or crates, L. C. L..... 2
26 Elevator Car Platforms, wood, or iron or steel and wood combined:
In packages or loose, L. C. L..... 3
27 Elevator Crossheads:
28 Iron or steel:
In packages or loose, L. C. L..... 3
29 Wooden:
In packages or loose, L. C. L..... 3
30 Elevator Gates, wooden..... 3
31 Elevator Guide Rails:
32 Iron or steel:
In packages or loose, L. C. L..... 4
33 Wooden:
In packages or loose, L. C. L..... 4
34 Elevator Shaft Enclosure Doors, Gates, Lattice Work, or Railing:
35 Copper, Brass or Bronze:
In boxes or crates, L. C. L..... 1
36 Iron or steel, or iron or steel and wood combined:
In boxes, bundles or crates, L. C. L..... 2
37 Elevator Weights, iron or steel:
In packages or loose, L. C. L..... 4

It is very clear that unless each and every part is carefully listed and described by its correct name the second-class rate will be charged, and as most parts take either third or fourth-class rate there will be heavy overcharges. It is also important that the weight of each individual part be given.

Boat parts take a great variety of ratings in the Southern Classification. Frame material, boat plates, centerboards, masts, spars, oars, rigging, rudders, and sails are given ratings ranging from four and one-half times first class to sixth class. This situation will emphasize the necessity for shippers of boats and boat parts to use care in making out bills of lading in such a manner as to secure proper rates on all parts. Old worn out sails take a third-class rating in bales or bundles. Other sails take first-class rating in bales, boxes, bundles or crates. The failure to specify that a sail is old and worn out will result in the payment of excess freight charges.

Wagon scales in crates with small parts in barrels or boxes take second class, L. C. L., in the Western Classification. Under the item scale parts, scale frames, for platforms of wagon scales, steel, completely K. D., in packages or loose, are provided for at fourth-class rates. If, in billing a wagon scale with the platform frame it is described as one wagon scale, three parts, the entire lot would be charged at second class. Furthermore, it is not enough to specify the scale frames separately. It is also necessary to give the weight thereof. If this is not done, the bill clerk is very apt to bill the entire shipment at second class because it appears that the frame is only a small part of the shipment, and he may consider it too much trouble to have it weighed, and, in fact, it may be

loaded in the car before the bill clerk gets the billing and therefore it may be impossible to determine the separate weights.

4. Abbreviations and Ditto Marks

It would hardly seem necessary to say that abbreviations and ditto marks should be used intelligently in billing freight, and yet a discussion of the proper billing of freight would be incomplete without a mention of this point. Abbreviations should never be used unless they are universally known, such as K. D., S. U., N. O. I. B. N., etc. In this connection it would be well to refer to the Traffic Glossary. It is dangerous to abbreviate names of articles. The billing of freight is transcribed so many times that if it is not perfectly clear, there are many chances for error. One illustration will suffice. A shipment billed as "10 Bundles of W. paper" might be interpreted in at least four different ways, either as wall, waxed, wrapping, or writing paper, with varying rates from first to fourth class. As these different kinds of paper are not manufactured at the same mills, it would be an easy matter for the shipping clerk to assume that "W. paper" only meant the particular one which he shipped.

One other example will show how shipments are in many instances charged a higher rate than they should be, on account of carelessness on the part of the shipper by use of abbreviations on the shipping ticket. A shipping ticket read

"3 Boxes c. carbon."

It should have read

"3 Boxes clinker carbon."

The bill clerk took this description to mean "crushed carbon" and applied the second-class rate, whereas the fourth-class rate was proper, the shipment being "clinker carbon."

5. Returned Articles

It is not only necessary to use care in describing the goods themselves and the manner of packing, but sometimes it is essential to indicate under what conditions the shipment is being made. This is particularly true of returned shipments.

Different classes of articles take a lower rate when returned to the original shipper or manufacturer than when originally shipped. The rules governing return shipments differ greatly in different parts of the country and require careful study.

So-called "carriers," including barrels, half-barrels, bags, sacks, bottles, cases, butter casks, jars, carboys, egg cases, and a long list of other articles in which goods are carried when shipped, are, as a rule, returned to the shipper at a rate much below that for which they would be carried if new.

The efficiency expert of a vinegar factory in a western city came to the conclusion that the shipping department was not being conducted along scientific lines. It was decided to employ a traffic manager. One of the first things he discovered was that in returning "empties" most customers billed them as "old barrels," and freight charges were assessed at the same rate as on barrels, namely, first class. He immediately gave instructions that the words "carriers returned, guaranteed" should always be added to the billing of such shipments. This reduced the rate to fourth class, saving approximately one-half of the charges. The low rate on this class of articles is justified because the return shipment is a

service incident to the shipment of the commodity carried in them. The carriers make these concessions to help build up the trade of industries on their lines. This results, of course, in large revenues to the carriers on the increased tonnage that follows.

The exceptions to the Official Classification carry various provisions relative to the free return of linings and racks that have been placed in cars by shippers to protect the freight. In some instances linings and racks will be returned free if attached to the car and if they are not removed by the consignee. In the event they are removed by the consignee they can be returned only in accordance with the Official Classification ratings.

One road in its exceptions to the Official Classification provides for the use of one-half of the tariff rate on broken and defective parts of farm wagons returned to the manufacturer (original consignor) for repairs if the shipments were originally forwarded via its road. Freight bills covering the original movements must be produced, of course, to show that the shipper is entitled to this reduced rate.

Various rules are shown in these exceptions granting free transportation on damaged freight returned. There are certain stipulations, however, that must be complied with if the shipper is to take advantage of these arrangements. This refers, of course, to shipments damaged by the carrier.

An interesting rule is the one providing for the free return of brine in wooden tank cars if not exceeding a depth of three inches. In the event there is more than three inches of brine the excess is charged on the basis of third-class rate.

Tomato baskets and crates may be returned from canneries to points on certain lines at one-half of full tariff rates, subject to a minimum of ten thousand pounds.

These various privileges and advantages to the shipper can be found in hundreds of tariffs, exceptions, classifications, etc. A traffic man should not only find them but make every effort to have the carriers place in effect any fair rules or exceptions that would facilitate the handling of the traffic in which he is interested.

In making any return shipments it is always advisable to learn the exact conditions under which the reduced rates are applicable. Requirements are often in detail and the failure to fulfill any part of them may lead to higher rate charges without any basis for securing refund in the form of a claim.

The above instances are taken from actual experience and show the necessity of exercising extreme care in describing goods when making out the bill of lading or the shipping ticket. The main points to watch are the description of the goods themselves and of the package and in some cases a careful statement of the conditions under which the shipment is being made. As to the description of the goods themselves, the shipper should always use the names of the articles by which they are known in the classification, exception sheet, or the commodity tariff, as the case may be. The classification as well as tariffs must be carefully studied in order to ascertain whether or not different rates are provided for the article in question depending upon the material, the value, the extent to which it is finished, its use, etc. The description must be as detailed and explicit as is necessary to avoid any misunderstanding by the unversed

bill clerk as to what the article really is. The description of the packing should state whether S. U. or K. D. or K. D. flat, whether nested or not, to what degree compressed, what style of package used, whether box, barrel, keg, crate, bag, bundle, etc., as the case might be. Both in the description of the commodity itself as well as of its container no abbreviations should be used except those which are fully established and generally known; ditto marks should be used with great care.

In making a statement of the conditions under which a shipment is made, care should be exercised not to omit any detail required by the rule which provides for its transportation at a lower rate than that at which it is ordinarily carried. If these suggestions are carefully followed, the shipper will avoid many costly mistakes which he might otherwise make. It must not, however, be presumed that the discussion above covers the subject exhaustively. No one person's experience, however wide, will bring him in touch with all the problems of properly describing freight shipments, but the foregoing are sufficient to give a clear idea of what the shipper must do to secure the advantage of the lowest possible rate and by what methods he may study classifications and rate sheets to the best advantage. Possibly the foregoing discussion is of the greatest importance in so far as it makes the reader aware of the fact that there really are numerous opportunities for making expensive errors in describing freight for shipment, for one aware of dangers can usually devise his own means of avoiding them.

CHAPTER III

WEIGHTS AND THEIR RELATION TO FREIGHT CHARGES

As mentioned under the heading of "Packing Freight," freight charges are determined by two factors, namely, the rate and the weight of the shipment. A reduction in the weight of a shipment is just as effective in reducing freight charges to a minimum as is a reduction in the rate, and a treatise on reducing freight charges to a minimum would be incomplete without a consideration of weights. It has already been said that false description of freight is punishable by fine and imprisonment. Under-billing is also illegal. A severe penalty is prescribed for wilfully making a false statement as to the weight of a quantity of merchandise tendered to a public carrier for transportation. But there are many causes which add to the weight of a shipment—especially of carloads—which fall as a burden upon the shipper unless he is alert, and which he might avoid.

1. Tare Weight

The ordinary method of determining the weight of carload shipments is to weigh the cars loaded and from this deduct the weight stenciled on the car. This permits two chances for error: gross weight and stenciled weight. The practice of weighing cars in train is likely to cause errors of the first kind. This, however, is not the most serious chance for error. The weight stenciled on a car is the weight of that car when it leaves the car

shops, new and clean. When that car comes into use, it is subjected to many conditions which increase its weight. The car is made of dry lumber but when it comes out into rain and into damp climates, the wood absorbs considerable quantities of moisture. This makes the car actually weigh more than the stenciled weight. This is not purely theoretical but actually takes place.

In an important case before the Interstate Commerce Commission, the principal witness for one of the defendant carriers testified that the weight stenciled on freight cars was usually from 500 to 800 pounds less than the actual weight. If this is true, every carload shipment weighed in the usual way, is charged from 500 to 800 pounds too heavy, for if the tare weight deducted is that much less than the real weight the load has to make up the difference. For this reason it is very important that the shipper know exactly how much weight is loaded into a car. When there is a discrepancy between the carrier's or the weighing association's weight and the shipper's weight, the car should be ordered reweighed before delivery and weighed empty as soon as unloaded.

It is not only error in the tare weight that adds to the weight of a carload shipment. Frequently there is foreign matter either in or on the car which adds to the weight and is charged as part of the shipment.

2. Foreign Matter

An Indianapolis firm received a carload of bar iron. The invoice called for 36,500 pounds, while freight charges were based on a weight of 37,760 pounds. On unloading, it was found that the difference in weight was at least partly accounted for by a lot of hard refuse matter stuck to the floor of the car. Of course the weight

of this was not included in the stenciled weight of the car because it was not in the car when it was weighed. Most shippers will not load a car containing anything that might injure the goods, but often foreign matter is allowed to remain in cars, especially if it is difficult to remove. The minimum freight charge is not obtained where such matter is allowed to remain in the car.

Another illustration is that of a Wisconsin woodenware company that shipped a car to the Pacific Coast. When the freight bill was sent to the shipper, the charges were assessed on a weight which exceeded by several hundred pounds the actual weight as determined by the shipper. The dispute with the railroad company was not settled until some one proved that snow and sleet fell the day that the car was loaded out, and as the records did not show that any allowance had been made for snow and ice the claim was allowed. Even when allowances are made, it is usually merely a guess, and for this reason careful attention must be given this matter in northern climates.

These instances show some of the many possibilities for overcharges due to excessive weight, and the only safe method is for the shipper to weigh his goods. The saving will pay for the trouble. The weight should be determined before the car is shipped so that it can be compared with the railroad scale weights, for it is much easier to adjust a difference before the car has been shipped and unloaded than afterward.

There are other chances for paying for weight not shipped than those from excessive actual weights—namely, those resulting from certain required minimum weights which are in excess of the actual weight loaded. In most cases when a shipper has a smaller load or less weight to ship than the required minimum, he cannot

avoid paying charges on freight not carried. There are, however, numerous instances when he can bring about a reduction in the minimum weight. A few instances will serve as suggestions as to how this can be done.

3. Size and Capacity of Car

Many tariffs provide that in all cases the minimum weight shall be the marked capacity of the car. In such cases it is necessary to anticipate shipments in order to secure cars of the proper capacity.

A North Dakota shipper had a carload of grain for Minneapolis which had to be shipped on a certain day. He placed his order for a car on the day before the shipment had to move. The grain weighed 60,000 pounds, but the only available car was one with a capacity of 80,000 pounds. As the shipment could not be held until a car of smaller capacity could be secured, he was compelled to pay freight on 20,000 pounds for which he received no service. If he had ordered a car with a 60,000 capacity reasonably early, and then the railway company had not been able to supply it, the 60,000 minimum would have been protected even though the car with a capacity of 80,000 pounds was used.

When the minimum weight depends on the length of the car, as is the case with numerous commodities, it is extremely important to order cars, the length of which gives them minimum weights less than the weight of the shipment. It might at times be somewhat easier to load a forty-foot car instead of a thirty-four foot one, but the difference in freight charges more than counterbalances this. In this connection it is important for the shipper to become thoroughly acquainted with the different sizes of cars of the respective railroads over which he ships.

A certain city in Illinois is tapped by three different railroads. Two of these have 34-foot and 40-foot cars. The other has 34-foot, 36-foot and 40-foot cars. A shipper in that city frequently makes shipments that weigh somewhat more than the minimum weight for a 34-foot car but not enough for a 40-foot car. At the same time a 34-foot car is not large enough to hold them. In such cases he orders a 36-foot car from the third railroad. This car holds his goods nicely and has a minimum sufficiently low so that there will be no charges to pay on freight not carried.

Shippers less fortunately situated, that is, those on railroads which do not have cars of this size, must require their freight agent to bring in some foreign car of the desired length and, if he cannot do so on reasonable notice, compel him to protect the minimum of the car ordered. Information as to sizes of equipment may be secured from the Official Railway Equipment Register to be found at all of the more important freight offices.

When the minimum weight depends on the length of the car, and the goods are of such a nature that they can not possibly be loaded to the prescribed minimum, as is the case with many light and bulky articles, large savings may be made by carefully studying the dimensions of different cars available for the business. A manufacturer of pleasure vehicles in one of the north central states made valuable use of a thorough knowledge of the equipment at his disposal. The firm was making shipments to Texas common points. The rate was ninety-seven cents per hundred pounds, subject to a sliding scale of minimum weights varying with the length of the car. It was found that the so-called fifty-foot cars of one

railroad were only forty-nine feet, six inches long. The minimum for these cars was 13,900 pounds while that for the fifty-foot cars was 14,200 pounds, and the former loaded in every way to as good advantage as the latter. By using a forty-nine foot six-inch car nearly $3.00 per car was saved. The same railroad also had some forty-six foot cars which took a minimum of 13,000 pounds, making a saving of 900 pounds, or $8.64 per carload, when one of those could be used.

Pleasure vehicles cannot be loaded to good advantage in ordinary forty-foot cars because these cars are considerably lower than the fifties. A few railroads, however, have forty-foot cars that are just as high as the fifties. In these "high forties," as they are called, it is possible to load twenty per cent more than in the lower ones—a marked saving, and particularly so when this means the difference between using a forty-foot and a fifty-foot car.

The Western, Official, and Southern classifications all have rules which provide for sliding scales of minimum weights applicable on light and bulky freight, and this principle can be applied generally throughout the country.

When the minimum weight depends upon the length of the car it is always the inside length, not the outside, which applies.

A car of third-class freight was shipped from a point in the territory covered by the Official Classification. The rate was forty cents per one hundred pounds and the minimum weight was 10,000 pounds for a standard car, i. e., one thirty-six feet, six inches long. The car loaded was fifty feet, inside measurements, and charges should have been assessed on a basis of 16,200 pounds. The outside measurement was over fifty feet and six inches, and

charges were assessed on 20,000 pounds, which is the minimum weight for fifty feet, six inches and over. This resulted in an overcharge of 3,800 pounds, or $15.20. The saving on this one shipment would have paid the shipper to spend a full day posting up on his classification rule, and yet it was allowed to go through unnoticed.

4. Dunnage

There is still another source of discrepancy in determining the actual weight of freight shipments. These differences are the result of the practice of making allowances for dunnage and for preservatives included with perishable goods. Dunnage includes blocks and racks used in bracing freight on cars, linings put into box cars, etc. Classifications, exceptions to classifications, and commodity tariffs make varying allowances for dunnage. While it was previously the case that carriers made allowances for dunnage on shipments in box cars, these allowances have recently been considerably curtailed, but provision is still made for dunnage upon shipments on flat cars and for temporary lining or flooring. As any allowance that is made for dunnage represents a clear saving, publications of the carriers should be carefully studied to see what provisions they contain. The Western Classification makes an allowance of not over 500 pounds for standards, racks, etc. Some of the State Classifications make similar allowances. Texas and Illinois are especially liberal in allowing for blocks and racks. These allowances are provided for in the rules governing the classifications, and these are found in front of each classification. Under certain conditions, allowances are also made, at times, for feed and water.

The average business man takes so much for granted in his dealings with the railroads that he does not appreciate how much he might save, even in this seemingly simple matter of the weight of his shipments where it is so easy to pay for freight service that is not rendered.

The matter of dunnage is especially important to shippers of machinery, as it is often necessary to hold large machines in place by bracing, standards, etc., especially when flat cars are used. If a consignment of machinery were moving from New York to Chicago, and the machinery were rated at second class, the allowance of 500 pounds made by the Official Classification for dunnage would mean a saving of $3.42, which would in many cases pay for the lumber used in bracing the shipment. Care should always be exercised to show the weight of the dunnage separate from the weight of the commodity itself, so that the carriers will have no trouble in distinguishing the two weights.

CHAPTER IV

MISCELLANEOUS MEANS OF REDUCING FREIGHT CHARGES

There are numerous things that might be done to reduce freight charges to a minimum which do not properly pertain to the packing of freight so as to secure either the best rate or the lowest weight; neither can they be properly included under "Describing and classifying freight" nor "Weights and their relation to freight charges." It will therefore be necessary to group these together and discuss them as "Miscellaneous means of reducing freight charges."

1. Errors in Freight Bills

It would hardly seem necessary to caution shippers to check extensions of their freight bills, and yet men who would not think of paying any other bill without scrutiny of the extensions will pay their freight bills without a thought of a possibility of error in this connection. This is probably due to the complexity of freight rates and a general feeling of inability to determine accurately what the freight charges really should be. Still that is no excuse. A failure to check extensions can easily result in serious overcharges as the following case shows.

A railroad cashier made an unintentional error of $10 in the extension of a freight bill. Later he discovered that the overcharge had been paid without question. The temptation was too strong. He put the $10 aside and waited to see if the error would be detected. As it was not, other "errors" were made deliberately. But this

might easily be detected; so the cashier hit upon the idea of raising the weight on the firm's bills all the way from one to ten thousand pounds, retaining the difference between the original and the railroad company's stub. In this way he pocketed $300 before this fraud was detected, and then by an employe of the firm who was not authorized to check the bills. Some sort of reliable check is absolutely necessary to prevent these occurrences.

This same cashier raised the weight of a carload of lumber for another company from 30,000 to 40,000 pounds without detection until the freight bills were audited some two years later. Both these firms were managed by good business men—men who do not think of paying other bills without checking them as well as checking the goods against the bills. Yet the freight bills were paid apparently without any effort to verify the basis of the charges or to analyze the conditions which might affect these charges in their favor or against them. These firms are representative of a large class of shippers.

2. Supplements

Supplements to tariffs and classifications are a constant source of error in freight charges. A reduced rate may be in effect for months and even years before it is noticed, while all shipments moving in the interval are overcharged. It is a very easy matter for a bill clerk to take for granted that there has been no change in a rate, especially if it has been in effect for years, and so not take time to look through the supplements. In ninety-nine cases out of a hundred his assumption may be correct, but when he is billing hundreds of shipments there are many chances for error. How extensive such errors may become is shown by the following case.

Various less-than-carload quantities of cucumbers were bought by an Iowa pickling company from farmers within a radius of fifty miles of the works. The cucumbers were shipped in sacks, and the Iowa Classification provided a rate of first class for them. Accordingly, the company paid freight charges of from fourteen to twenty cents a hundred pounds, varying with the distance. An enterprising clerk in the shipping department took it upon himself to check the freight bills. This clerk glanced through the bills and decided that they were an extremely unpromising lot; all one class of freight, charged straight class rates based on distance tariff—the simplest kind of freight rates in existence.

This was a case, if there be any such, in which there might be some excuse for assuming that the rates were correct. The shipping clerk did not assume. There was not much to investigate, but there was one thing and that was done carefully. The Iowa Classification was studied carefully, and nothing better than first class could be found. Then supplements were looked for, and only one was found, but that carried a single-line item which made cucumbers, in sacks, less than carload, fourth class. This supplement had been in effect about three and a half years without being noticed and during the entire time freight charges on these shipments had been exactly double what they should have been. Overcharges aggregating $400 were collected because of the discovery of a single item in a one-page supplement.

3. C. L. Minimums for L. C. L. Quantities

Most classifications provide that the charges on a smaller quantity shall not be greater than those on a larger quantity of the same article. This means that the charges for a less-than-carload shipment should never

exceed those on a carload. Frequently this fact is overlooked in making L. C. L. shipments. For example, 13,000 pounds of machinery from Willoughby, Ohio, to Ft. Madison, Iowa, were billed at the less-than-carload rate of 58.5 cents, making the charges $76.05. By using the carload rate, 26.5 cents per hundred and a minimum of 24,000 pounds, the charges would have been $63.60—a saving of $12.45.

Sometimes the difference between the carload and less-than-carload rates is so great that even though the weight of the shipment is but a third of the carload minimum it is cheaper to bill as a full carload shipment.

Nor does the rule apply merely to carload shipments as the maximum. In the Illinois classification, for example, certain stoves, O. R., are third class, but in lots of 12,000 pounds they are fourth class, while in carloads, fifth class. All less-than-carload shipments of these stoves are subject to a maximum charge equal to 12,000 pounds at fourth class.

4. Local and Through Rates

Before the passage of the Hepburn Act the rule of the Interstate Commerce Commission declared that whenever the sum of two or more local rates made the charges less than the published through rate, the sum of the locals applied. This often gave the wide-awake traffic manager opportunity to secure better rates than his competitor. The Commission has ruled that under the new law, the through rate, irrespective of the sum of locals, is the only legally published rate. This ruling has greatly reduced the chances for securing advantages, but the opportunity for securing benefit of the sum of the local rates is not entirely done away with. It does, however, require greater skill to secure the benefits. For most

long hauls—and these are usually the only ones on which the sum of the locals can be figured—there are two or more competing routes. Frequently there is some junction point via which the through rate does not apply. If the shipment is sent through this junction the sum of the locals must be used, since there is no other rate. In such cases, it is better, however, to request the railroad traffic departments interested to reduce the published through rate to the sum of the locals. Most railroads will co-operate as soon as the matter is brought to their attention.

The through rate is the legal rate and as such must be paid, but in most cases the Interstate Commerce Commission will award reparation on the basis of the sum of the locals. Rule 56-b of Tariff Circular 18-A is quoted below, as setting out the stand of the Commission:

Many informal complaints are received in connection with regularly established through rates or fares which are in excess of the sum of the intermediate rates or fares between the same points. The Commission has no authority to change or fix a rate or fare except after full hearing. It is believed to be proper for the Commission to say that if called upon to formally pass upon a case of this nature it would be its policy to consider the through rate or fare which is higher than the sum of the intermediate rates or fares between the same points as *prima facie* unreasonable and that the burden of proof would be upon the carrier to defend such higher through rate or fare.

NOTE.—Attention is called to the fact that section 4 of the Act, as amended, prohibits a through rate or fare that exceeds the sum of the intermediate rates or fares that are subject to the Act. The term "intermediate rates" as used in said section is interpreted to mean the straightaway or direct-haul rates or fares, and not to include any back-haul charge.

Besides the above rule, the principle has been upheld in a long line of individual cases.

It should be borne in mind, however, that the circumstances in some cases may be such that the Interstate Commerce Commission will uphold an adjustment of rates which makes a through rate in excess of the sum of the locals. From Randolph Lumber Company vs. Seaboard Air Line Ry., 14 I. C. C. 338, 339, we quote:

> It may, in exceptional cases, happen that the through rate may properly be even greater than the sum of the locals, but if rates were to be established *de novo* upon correct principles, it would generally be less.

The attitude of the Interstate Commerce Commission relative to the use of combinations of locals will be appreciated after a study of Conference Ruling No. 220 (g).① The Commission holds to the view that the law does not permit the use of any rate or fare except that contained in a lawful tariff that is applicable via the line, route, and gateway over and through which the shipment moves. It is held that the lawful rate or tariff for a through shipment is the through rate or fare, wherever such through rate or fare exists, even though a combination makes a lower rate or fare. In a general order of the Commission, carriers have been given permission to reduce on one day's notice a joint commodity or class rate where it exceeds the sum of intermediate rates.

Through rates are not published between all points, and under these circumstances the sum of the locals must apply. In such cases it is often possible to figure different rates on different junctions even on the same route. To illustrate: the charges on a carload shipment from Memphis, Tenn., to Rock Island, Ill., by the M. & O., care of the C., B. & Q. at East St. Louis were assessed on the basis of the rate to East St. Louis plus the local

①Reproduced in the treatise on "Conference Rulings of the Interstate Commerce Commission."

rate from there to Rock Island. By using the rate from Memphis to Cairo and the through rate from Cairo to Rock Island, the charges on the car were reduced $9.14.

Frequently a saving in rates is only apparent, not real. For example, in Iowa, as in many other places, rates are based on the actual number of miles the shipment is hauled. Instances may be found where the rate via one junction-point is a trifle lower than that via another, but at the first junction point there is a transfer charge of from three to five cents per hundred pounds, while at the other there is none. This extra charge may more than offset the difference in rates, and must always be considered in routing shipments. Freight agents are in a position to supply information concerning these transfer charges.

5. Mixed Carloads

Whether carriers should permit the mixing of two or more different commodities in the same car under a carload rate is a question of long standing. The Official Classification authorizes the practice in a general rule, while the Western and Southern permit it only when goods must be shipped together because of commercial conditions. Both the practice of mixing and that of refusing to allow mixing of carloads has been upheld by the Interstate Commerce Commission on the grounds that any change would upset commercial conditions of long standing. The item must be watched with the greatest care at stations where two or three classifications are used. Bill clerks often overlook this rule of the Official Classification and assess charges separately on the various articles shipped in a mixed carload lot. The shipper must protect himself against this possibility.

A manufacturer at a Mississippi River point loaded a

car for Indianapolis consisting of one-half of agricultural implements and the other half pleasure vehicles. Agricultural implements took fifth class with a minimum of 20,000 pounds for a standard car, while pleasure vehicles took third class with a 10,000-pound minimum. When the freight bill was received, freight charges were assessed on the implements as one carload and on the vehicles as another, instead of on the actual weight of both articles (it being more than 10,000 pounds) at the vehicle rate. The total charges were $100 instead of exactly one-half that amount. The rule governing such shipments declares that the entire shipment shall be billed at the rate for the highest classed commodity and at the minimum applying in connection with it, unless the actual weight is greater, in which case the actual weight is used.

A carload of surrey bodies and seats was shipped from Moline, Illinois, to Cincinnati, Ohio. The bodies were billed 10,000 pounds at the Rule-25 rate of thirty-seven and one-tenth cents, and the seats, which in straight carload lots took fifth class, were billed as a less-than-carload shipment of 3,600 pounds at second class, or forty-three and seven-tenths cents. As the total weight of the bodies and seats together did not amount to 10,000 pounds, the full $15.73 assessed on the seats was an overcharge.

6. Shortened Routes

In order to shorten their running time between cities, in order to reach some important shipping center, or to increase their traffic by entering new territories, railways frequently build short cuts, buy or lease smaller lines, or make extensions. In this way the distance between many towns and cities has been shortened, and whenever a distance tariff and actual distance is used, the rates are

reduced. Traffic managers, however, frequently overlook the shortened route when figuring rates, especially if the change occurs at some distant point.

When the C. M. & St. P. Ry. inaugurated fast passenger service between Chicago and Kansas City, it built a new line between Davenport and Ottumwa, Iowa. This affected the rates from Davenport to several points southwest thereof. Just what effect this had on the rates can be shown by considering a carload of lumber from Davenport to Seymour, Iowa. The distance over the old round-about route via Oxford Junction and Marion was 225 miles with a nine-cent rate. By the short cut it was only 154 miles and the rate was seven and a half cents. It usually takes a rate clerk some little time to become adjusted to such changes as these, and unless the shipper is awake to the situation, overcharges are occurring in the meantime.

7. Exception Sheets and Commodity Tariffs

The "exception sheet" has proved a fruitful source for overcharges. Complicated and voluminous though it sometimes is, the possibilities of saving are so great that a mastery of it is essential. The Southern Classification, for example, contains something like two hundred and forty-three pages followed by one hundred and eighty-six pages of exceptions applying to various kinds of traffic, either entirely within a single state or for particular junction points or other cities. Exceptions also apply on through traffic passing over more than one railroad or on local traffic on a single road and even on only one division of a road. Moreover, these exceptions govern only when specifically provided for in the tariff.

Exception sheets are issued by most of the railroad associations or committees. The Western Trunk Line

Committee issues one applying on traffic originating in Official Classification Territory and another on business, roughly speaking, within the states of Wisconsin, Minnesota, Iowa, Illinois, Missouri, Kansas, Nebraska, and parts of the Dakotas. The committees for regulating traffic to the Southwestern States have their own exceptions. Besides all these, many railroads issue their own exceptions, rules, and regulations.

No shipper can be sure that he has secured the lowest rate until he has referred to the exception sheet. A few cases will show how these exceptions affect freight charges. An Iowa wagon manufacturer made carload shipments which were billed according to the Western Classification at Class "A" with a minimum of 24,000 pounds. The Western Trunk Line Exceptions which were applicable, provided for Class "A" with a 20,000 minimum—the same rate but a reduced minimum. The result was that the shipments were overcharged from 1,000 to 4,000 pounds, the differences between actual weight and the wrongly applied minimum of 24,000 pounds.

A hardware store in central Illinois received several carload shipments of wire fencing from Waukegan. These were charged at a commodity rate of twelve cents. The Western Trunk Line Exceptions provided, however, that "fence wire and wire fencing" shall take "wire rates." Since the wire rate was only nine cents, each shipment had been overcharged about $10.

The case of classifying rake, hoe, and fork handles as "Agricultural Implement Wood, in the white," already referred to, is another good illustration.

The matter of commodity tariffs is too complicated to do much with in this treatise, but it seems only right to

say that their name is legion and a thorough knowledge of them is essential to securing the best rates. A traffic manager cannot become too well versed in commodity tariffs. They are a continual opportunity for fruitful study.

The foregoing instances are not given as the only miscellaneous means of reducing freight charges to a minimum. Far from it! It would be impossible to cover this field entirely, and if it could be done, there would probably be new situations developed tomorrow.

The author desires to repeat that what has been said is intended to be used only as typical of what the competent traffic man may find, rather than as showing exact conditions.

CHAPTER V

SUMMARY

The student must not get the impression from this treatise that there is an overcharge hidden in every freight bill. Many uninformed shippers seem to think so, and accuse the railroad companies of being robbers, etc. This is entirely wrong. The railroads do not overcharge purposely, but with the great amount of business they have to handle, often in a limited time, and with the kind of help they have to hire in many cases, the number of overcharges is not very great. In fact, it is often surprising that there are not more. Hundreds of freight bills are correct where one is overcharged; yet the instances where overcharges do occur are sufficiently numerous to make a thorough study of freight matters extremely profitable.

The foregoing treatise has discussed the following points: (1) The necessity of packing freight with a two-fold point of view, namely, that of securing the lowest rate and that of eliminating as much dead weight as possible; (2) the importance of a proper description of goods in order to secure the lowest classification; (3) the need of watching weights, both actual and minimum, and; (4) the importance of looking out for miscellaneous means for reducing freight charges.

The discussion of these points should give the reader a clear idea of how thorough ought to be a shipper's

knowledge of freight matters, and it should also enable the reader to work out for his own line of business a very satisfactory basis for reducing freight charges to a minimum.

The shipper or the receiver of freight should exercise the same diligence in the handling of his traffic that he does in the management of the other departments of his business. The manufacturer when he desires to secure material does not place his order with any firm that he happens to know about in the particular line, but makes careful investigation to see where he can get the material which will best serve his purpose. When bills are received he does not pay them until they have been passed on by those in his employ whose duty it is to know that they are correct. The foregoing pages have clearly demonstrated that there is certainly as much need for care in the handling of freight as in any other branch of business.

In closing, the author wishes to repeat what has already been suggested that it is not intended that information given in this treatise should be considered as "current information." The classification, the tariff, or other publication of the carrier in effect at the time that a shipment moves is the only official source of information. The various examples that have been given will amply serve to show the necessity of studying the traffic problems from all angles. While the rating or rule applicable in connection with some shipment cited in this treatise may have been changed at the time the reader is studying it, he will generally be able to find many matters in his own case that will require a careful study.

TEST QUESTIONS

These questions are for the reader to use in testing his knowledge of the assignment. The answers should be written out, but are not to be sent to the University.

1. In what important ways can freight charges be reduced to a minimum?

2. Name four things which must be considered in packing freight for shipment.

3. How can one best learn what style of packing will secure the lowest classification?

4. Give one reason for the practice of placing the same commodity in different classes according to the style of package used.

5. Cite two cases in which the same goods take different rates when in different packages. Cite two cases when the rate is the same irrespective of the style of package.

6. Name three ways, any of which might be used to reduce the bulk of a freight shipment.

7. What do the terms "S. U.," "K. D.," and "Nested" mean? Explain fully.

8. Does the size of a package ever make any difference as to the classification of it?

9. What measures have carriers been compelled to take to protect themselves against undue number of damage claims on certain kinds of shipments which are easily damaged?

10. How can excessive freight charges result from packing more than one commodity in the same package? Are exceptions made on some goods? Mention one example.

11. What is a danger that must be guarded against in shipping old or worn-out articles?

12. Show, by citing a concrete case, why it is especially important to study classifications in packing freight which moves from one classification territory to another.

13. Sum up briefly the discussion of the subject of packing freight to secure the lowest classification.

14. Why is a consideration of the weight of a container important?

15. State eight ways in which it is possible to reduce the dead weight of a shipment.

16. Is it possible to lay down any definite rule for packing all freight shipments? Why?

17. Name the three important classifications and in a general way describe their territories.

18. What tariff publications must be studied in conjunction with the classifications? Why?

19. Is it possible to describe a shipment honestly in more than one way? Illustrate.

20. How should freight be described in the bill of lading?

21. Cite five cases of insufficient description and five cases of improper description.

22. Why is "5 Sacks of Coffee" an insufficient description of a shipment of coffee?

23. Why should shipments not be billed by a mere enumeration of the different parts?

24. Cite a case in which it is absolutely necessary to specify the separate parts of a shipment.

25. When the separate parts of a shipment take different rates, what is necessary in addition to enumerating these parts?

26. Why should abbreviations and ditto marks be used discriminately?

27. Name some classes of returned shipments which take lower rates than when originally shipped.

28. What are some points that must be kept in mind in describing freight for shipment?

29. What bearing has the weight of shipment upon the subject of minimum freight charges?

30. What is the ordinary method of determining the weight of a carload shipment of freight, and why does it permit of error?

31. State three possibilities for overcharge due to excessive weight of a carload shipment.

32. Explain and illustrate how excessive freight charges may result because of a lack of knowledge of the effect of rules prescribing minimum weights for cars of various capacities and lengths.

33. What effect have the length and height of a car on freight charges?

34. Explain another source of overcharge in the weight of a carload shipment.

35. Why is it important to give close attention to supplements to freight tariffs?

36. What is the maximum charge for any less-than-carload lot, and how can this be used to reduce freight charges?

37. May there be instances where the through rates are properly in excess of the sum of the locals?

38. How might excessive charges be assessed on a shipment moving from one point to another when no through rates are published between same?

39. What opportunity for overcharge do mixed carload shipments afford?

40. What is the importance of the exception sheet?

APPLICATION OF AGENCY TARIFFS

ONE OF A SERIES OF TEXTS ON TRAFFIC MANAGEMENT

Compiled by
TARIFF DIVISION
Traffic Management Staff
LaSalle Extension University

LaSalle Extension University
CHICAGO

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GIFT OF

Joel V. Berreman, Esq.

APPLICATION OF AGENCY TARIFFS

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TARIFF DIVISION
Traffic Management Staff
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LaSalle Extension University
CHICAGO
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INTRODUCTION

Before the rates in any tariff can legally be applied to the movement of freight, the tariff must be filed with the Interstate Commerce Commission. Consequently, the file maintained by the Commission contains a copy of every tariff applying on interstate business moving in this country. At the present time there are over 400,000 current tariffs filed with the Commission. It is practically impossible to compile and publish any kind of schedule showing all these tariffs.

Kinds of Tariffs. From the publishing point of view, tariffs can be divided into two general classes: (1) road issues and (2) agency issues. The road issues are either local or joint, that is, published by a carrier for its sole use, or in connection with other roads. The agency tariffs are published for the carriers by agents, to whom the railroads have given authority to publish and file their tariffs. The number and scope of the agents' publications have been gradually on the increase. While it would be little short of impossible to show in any one publication a list of all the tariffs, it is possible to indicate the general application of the more important agency tariffs.

In preparing a guide for the application of tariffs, the agency tariffs were selected, not only because they are fewer in number than the road issues, but also for the reason that their application is much broader, that is, an agency tariff generally covers more territory than a road issue. By indicating the application of the agency tariffs a large portion of the traffic of the country is covered.

It is possible to give fairly definite information about the application of agency tariffs, because it is generally true that what is known as the "series" plan is used in numbering agency publications. By this we mean that a tariff is given a number which, with a letter before or after it, is continued with each reissue. For example, suppose that the first issue of an agency tariff is 50. This

tariff when reissued would become 50-A, while this in turn, when reissued, would become 50-B. By such an arrangement it is comparatively easy to locate definitely the desired tariff. It must be borne in mind, however, that certain of the agency tariffs are not designated by series numbers, but by a new number with each reissue. In the description of the various tariffs given in this publication, a dagger (†) indicates those tariffs which are not designated by a series number.

The Distribution of Agency Tariffs. The distribution of agency issues is accomplished thru the office of the issuing agent. The tariffs may be procured in two ways:

1. By direct application to the association
2. By application to one of the railroads

In the first instance a request should be addressed to the chairman of the association, while in the second it should be sent to the freight traffic department of the railroad. The request for tariffs should be written on commercial letterheads bearing the occupation, name, and address of the applicant. Wholesale requests should never be made. Requests should be confined to specific issues in which one has an interest, as there are many tariffs issued by freight agents which in no way interest the shipping public as a whole. The railroads will generally supply tariffs where actual need is clearly shown.

Territory Covered by Agents. The *Atlas of Railway Traffic Maps*, which constitutes part of the course in Traffic Management, will be of valuable assistance in determining the territorial outline of many of the tariff-issuing associations. Map 1, for example, shows the boundaries of the three interstate classification territories, and of Western Trunk Line Committee Territory, the Southwestern Tariff Committee Territory, and the Southeastern Freight Association Territory.

It must not be understood, however, that an agency publishing tariffs for the carriers in any given territory confines itself strictly to that territory. For example, one of the maps shows the boundary line of Central Freight Association Territory. This does not mean that the Central Freight Association Tariff Bureau publishes tariffs applying between points in Central Freight Association

Territory only. It also publishes tariffs from Central Freight Association Territory to points outside that territory. Other associations likewise publish tariffs applying from their own territory to other territories. The publication of tariffs by an agency from outside points to points in its own territory, while common enough, is not as frequent. In other words, an agency may use its territory as origin territory for rates to outside points as well as destination territory for rates from other points, tho the latter use is not as common as the former.

Divisions of this Book. In order to indicate clearly all the details of the application of agency tariffs, this book is divided into four sections, as follows:

1. Following this introduction there is a description of the territories into which the country is divided for the purpose of this volume.

2. Then follows the body of the book, a list of the tariffs published by the principal tariff-publishing agencies. The agencies follow each other in alphabetical order, and under each agency the tariffs are arranged in numerical order.

3. A list of the abbreviations used in the index follows. This saves very much space because the names of the tariff-publishing agencies are long and are repeated frequently.

4. The index is placed at the end of the volume.

Purpose of This Volume. This arrangement provides a simple and effective method of determining what tariff applies on certain specific traffic, provided that the traffic moves on rates published in agency tariffs. The tariff numbers that may apply are given in the index and more complete descriptions are given in the body of the book where the list of tariffs issued by each agency appears. In each case, however, the actual tariff must be consulted, as restrictions to the application of the tariff, contained in the body of the tariff itself, may make it impossible to use that tariff in connection with other tariffs.

Purpose of the Index. The index which follows the list of tariffs has a twofold purpose:

1. To furnish a means of locating a tariff.

2. To give an idea of the scope of any single agency's activities.

Thus, one would ordinarily expect that rates from C.F.A. Territory to C.F.A. Territory would be contained only in tariffs published by the Central Freight Association Tariff Bureau. But on referring to page 125 of the index we find that, while this is mainly true for the class rates, specific commodity tariffs in this territory are published by a number of agencies. On examination we find that the tariffs published by the outside agencies apply from or to points on or near the boundaries of C.F.A. Territory, and not entirely within the territory itself, or that the application between points in C.F.A. Territory is only a part of the application of the tariff. Thus Tariff No. 100, on briquettes, published by the Southwestern Freight Bureau, applies from points near the southern boundary of C.F.A. Territory to points near the Western boundary. The next tariff published by an outside agency is the one on cement, Series No. 132. By referring to the description of this tariff on page 121, we find that the application between C.F.A. points is only a small part of the application of this tariff, and that it covers mainly points in Western Trunk Line Territory.

How to Use the Index. Any point of origin on or near the boundary line of a territory is considered as being in that territory when the destination is in the same territory. Thus Louisville, Kentucky, is in Central Freight Association Territory on northbound traffic to Milwaukee, and Denver is in Western Trunk Line Territory on eastbound traffic to Dubuque.

When looking for the tariff applying on the movement of any commodity, bear in mind that your commodity may be included under another name. Thus gasoline is included under petroleum products and lard under packing house products.

First determine the territory as described in the section beginning on page 7 in which the point of origin of the shipment in question is located.

It must be understood that the territories as described on page 7 are mere arbitrary divisions established for the purpose of this volume only, and do not necessarily conform to the traffic territories of the same or similar names. Thus, Salt Lake City is considered as being in Western Trunk Line Territory on eastbound traffic to

points west of the Illinois-Indiana state line. But for the purpose of making a simple index which could be used in connection with the tariffs published by all agents, Salt Lake City must be considered as being in Rocky Mountain and Pacific Coast Territory as used in this book and defined on page 7.

Having determined the origin territory, the destination territory should be similarly determined and the tariff number found by looking under the proper "From" and "To" caption in the index, under the subheadings "Specific Commodity," "General Commodity," "Class and Commodity," and "Class."

Examples. Suppose you want to find out what tariff contains the rate on oranges from San Francisco to Toledo, Ohio. The former is in Rocky Mountain and Pacific Coast Territory, while the latter is in Central Freight Association Territory.

By referring to the Index, under the heading "From Rocky Mountain and Pacific Coast Territory to Central Freight Association Territory," on page 133, we do not find any specific commodity tariff on oranges or even on fruit.

Looking under the subtitle "General Commodity," we find Series No. 30 issued by the Transcontinental Freight Bureau. Referring to the description of this tariff on page 105, we see immediately that it applies only on imports.

So we look under the subheading "Class and Commodity," which refers to page 104. Turning to this page, and comparing Tariff Series Nos. 2 and 3, we find that the former applies from northern points while the latter applies from southern points, including points in California. Therefore, if there is a commodity rate on oranges from San Francisco to Toledo, Ohio, it will be found in Tariff Series No. 3, issued by the Transcontinental Freight Bureau.

Suppose we want the number of the tariff containing the class rates from East Dubuque, Ill., to Dayton, Ohio. East Dubuque is near the western boundary of Central Freight Association Territory, and the direction of the traffic is toward Central Freight Association Territory. Moreover, it is within the outline of Central Freight Association Territory as bounded by the red line on Map No. 2

of the Atlas. Dayton is entirely within Central Freight Association Territory. We will therefore look under the subhead "Class" appearing under the heading "From Central Freight Association Territory to Central Freight Association Territory" on page 126. Here we find a number of tariffs, but as they are all located near each other it will be simple to determine the correct one.

We eliminate No. 169, on page 34, because East Dubuque is not in the origin territory covered. We pass over No. 177 on the next page for the same reason. No. 207 on page 37 does not apply, because, while all the points on the one hand are Central Freight Association Territory points, the points on the other hand are Wisconsin points. No. 219 on page 38 is westbound, but No. 221, the next on the list, is the tariff we are looking for, as a glance at its territorial application indicates.

DESCRIPTION OF TERRITORIES

List of Territories. For convenience in indexing the tariffs listed in this volume, the country has been divided into six arbitrary territories, as follows:

1. Central Freight Association Territory
2. Eastern Territory
3. Rocky Mountain and Pacific Coast Territory
4. Southeastern Territory
5. Southwestern Territory
6. Western Trunk Line Territory

These territories are geographical, and the names are self-descriptive. The state boundaries, with the exception of the four arbitrary division lines described below, are used as boundaries of these territories:

1. The Western Termini Points
2. The Virginia Gateways
3. The Chicago-Peoria-St. Louis Line
4. The Colorado Common Points

The Western Termini. This line corresponds with the boundary line between C.F.A. Territory and Trunk Line Territory, extending from Buffalo, thru Pittsburgh, to Huntington.

The Virginia Gateways. These form the boundary line between Trunk Line Territory and Southeastern Territory. The boundary line, as used in the index to this volume, extends from Roanoke, thru Richmond, to Norfolk.

The Chicago-Peoria-St. Louis Line. This corresponds with the Western Boundary of Official Classification Territory as shown in Map No. 1 of the Atlas.

Colorado Common Points. These points as here understood are on a line drawn from Cheyenne, thru Denver and Pueblo, to Trinidad.

Boundary of Eastern Territory. Eastern Territory as used in the Index, comprises all the New England States, New Jersey, Delaware, Maryland, West Virginia, and the

greater part of New York, Pennsylvania, and Virginia. It is bounded by the International boundary Line, the Atlantic Ocean, the Virginia Gateways, the Southern and Southwestern boundary of West Virginia, and the Western Termini.

Central Freight Association Territory. This territory takes in all of Southern Michigan, Indiana and Ohio, and parts of Ontario, New York, Pennsylvania, West Virginia, and Illinois. Points in Wisconsin, Iowa, Missouri, and Kentucky, on or near the boundary, are sometimes considered as being in this territory, depending upon the length and direction of the haul.

Southeastern Territory. Kentucky, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, and a part of Virginia and Louisiana are included in this territory. It is bounded by the Ohio River, the Southern and Southwestern boundary of West Virginia, the Virginia Gateways as defined above, the Atlantic Ocean, the Gulf of Mexico, and the Mississippi River. Points in Cuba are also considered as being in Southeastern Territory.

Western Trunk Line Territory. This contains all of North and South Dakota, Minnesota, Wisconsin, Iowa, Missouri, Nebraska, Kansas, and a part of Illinois and Colorado. It is bounded by Canada on the north, C.F.A. Territory on the East, Arkansas, Oklahoma, and New Mexico on the South, the Colorado Common Points as defined above, Montana, and Wyoming on the West.

Southwestern Territory. This comprises all of Texas, Oklahoma, Arkansas, and that portion of Louisiana west of the Mississippi River.

Rocky Mountain and Pacific Coast Territory. This comprises the rest of the country, lying west of the eastern boundary line of Montana, Wyoming, and New Mexico, and the Colorado Common Points.

Foreign Territories. In addition to the above territories in the United States, Canada and Mexico are included because the tariffs issued by the agents in this country include many rates to and from these countries.

LIST OF TARIFFS

ATLANTA FREIGHT TARIFF BUREAU, ATLANTA, GA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Apalachicola, Fla.		
Canned Goods (Florida Canned Goods Tariff)	†	To eastern, northern, southern, and western points
From Leeds, Ala.		
Cement, C. L. (Leeds Cement Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, Ohio, South Carolina, Tennessee, and Virginia
From Quincy, Tallahassee, Tampa, Ybor City, Port Tampa, and Key West, Fla.		
Cigars, Any Quantity (Florida Cigar Tariff)	†	To southern, eastern, northern, and western points
From Points in Alabama and Georgia		
Joint, local, and proportional rates on Bauxite Ore, Clay (Crude or Ground), C. L. (Clay Tariff)	†	To points in Alabama, Connecticut, Delaware, District of Columbia, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and Dominion of Canada
From Chattanooga, Tenn.		
Coke and Coke Breese, C. L. (Chattanooga Coke Tariff)	†	To points in Alabama, Florida, Georgia, Illinois Indiana, Kentucky, Louisiana, Mississippi, Missouri. North Carolina, Ohio, South Carolina, and Tennessee
From Points in Alabama, Georgia, Louisiana, Mississippi, and Tennessee		
Local, joint, and proportional rates on Cotton and Knitting Factory Products (Eastern Cotton Goods Tariff)	†	To points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Dominion of Canada
From Points in Alabama, Florida, Georgia, Illinois, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia		
Local, joint, and proportional rates on Cotton and Knitting Factory Products (Western Cotton Goods Tariff)	†	To points in Dominion of Canada, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Montana, Nebraska, New York, Ohio, Pennsylvania, South Dakota, Tennessee, West Virginia, and Wisconsin

†Does not run in series number.

ATLANTA FREIGHT TARIFF BUREAU, ATLANTA, GA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, South Carolina, Tennessee and Virginia		
Joint, local, and proportional rates on Cotton and Knitting Factory Products (Southeastern Cotton Goods Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, South Carolina, Tennessee, and Virginia
From Points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, and Tennessee		
Cottonseed Meal, Cottonseed Cake, Cottonseed Hulls (Eastern Cotton seed Products Tariff)	†	To points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Dominion of Canada
From Points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee		
Local, joint, and proportional rates on Cottonseed Products (Southeastern Cottonseed Products Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee
From Points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee		
Cottonseed Meal, Cottonseed Cake, Cottonseed Hulls (Western Cottonseed Products Tariff)	†	To points in Illinois, Indiana, Iowa, Kansas, Kentucky, Minnesota, Missouri, Nebraska, New York, Ohio, Pennsylvania, South Dakota, Tennessee, West Virginia, Wisconsin, and Dominion of Canada
From Points in Florida, Georgia, and South Carolina		
Joint, local, and proportional rates on Fertiliser and Material (South-Atlantic Coast Points Fertiliser Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, Ohio, South Carolina, Tennessee, and Virginia
From Points in Alabama and Georgia		
Local, joint, and proportional rates on Handles, Vehicle Material (Handle and Vehicle Material Tariff)	†	To Eastern and Virginia cities, Carolina, Southeastern, South Atlantic Coast and Mississippi Valley points, and Ohio and Mississippi River crossings

†Does not run in series number.

ATLANTA FREIGHT TARIFF BUREAU, ATLANTA, GA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Alabama, Georgia, Kentucky, and Tennessee		
Joint, local, and proportional rates on Lime, C. L. (Lime Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Indiana, Illinois, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, Ohio, South Carolina, Tennessee, and Virginia
From Points in Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, and Tennessee		
Lumber and other Forest Products (Carolina Lumber Tariff)	†	To points in North Carolina, South Carolina, and Virginia
From Points in Alabama, Florida, Georgia, Mississippi, and Tennessee		
Joint, local, and proportional rates on Lumber (Eastern Lumber Tariff)	†	To Eastern and Virginia cities, interior Eastern and New England points, and points in Virginia, West Virginia, Maryland, and Dominion of Canada
From Points in Florida, Alabama, Georgia, Mississippi, and Tennessee		
Lumber and other Forest Products, C. L .(Ohio River and Kentucky Points Lumber Tariff)	†	To Ohio and Mississippi River Crossings and points in Alabama, Kentucky, Mississippi, and Tennessee
From Points in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia		
Joint, local, and proportional rates on Lumber, Crossties (Port Lumber Tariff)	†	To points in Florida, Georgia, and South Carolina
From Points in Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia		
Lumber and other Forest Products (Southern Lumber Tariff)	†	To points in Alabama, Florida, Georgia, Kentucky, Tennessee, and Virginia
From Points in Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Tennessee, and Virginia		
Lumber and other Forest Products, C. L. (Western Lumber Tariff)	†	To Ohio and Mississippi river crossings and points in Kentucky, Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, Pennsylvania, Tennessee, West Virginia, and Wisconsin

†Does not run in series number.

ATLANTA FREIGHT TARIFF BUREAU, ATLANTA, GA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Brunswick, Ga., Charleston, S. C., Fernandina and Jacksonville, Fla., Savannah, Ga., and Wilmington, N. C.		
Joint, local, and proportional rates on Sugar (South Atlantic Coast Points Sugar Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia
From Points in Georgia, Tennessee, and Virginia		
Commodity rates (Carolina Southeastern Special Commodity Tariff)	†	To points in Georgia, North Carolina, South Carolina, Tennessee, and Virginia
From Points in Alabama, Florida, Georgia, North Carolina, South Carolina, Tennessee and Virginia		
Joint, local, and proportional rates on Watermelons, C. L. (Watermelon Tariff)	†	To eastern, northern, and western points
From Points in Alabama, Florida, Georgia, Kentucky, Louisiana, North Carolina, South Carolina, Tennessee, and Virginia		
Joint, local, and proportional class and commodity rates (Eastbound Virginia Points Tariff)	†	To points in Kentucky, Maryland, Virginia, and West Virginia
From Alabama City, Anniston, Attalla, Childersburg, etc., Ala.		
Class and commodity rates (Anniston Group Tariff)	†	To points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia
From Durand, Junction City, Montezuma, Oglethorpe, and Paschal, Ga., Roanoke, Ala., Senoia, Ga., etc.		
Class and commodity rates (A. B. & A. R. R. & C. of Ga. Ry. Junction Points Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, South Carolina, and Tennessee
From Chattanooga and Knoxville, Tenn., and Dalton, Rome, Lindale, Atlanta, Athens, and Augusta, Ga.		
Class and commodity rates (Westbound Tariff A.-C.)	†	To points in Alabama, Arkansas, Florida, Kentucky, Louisiana, Mississippi, Tennessee, etc.

†Does not run in series number.

ATLANTA FREIGHT TARIFF BUREAU, ATLANTA, GA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Alabama, Florida, and Georgia		
Joint, local, and proportional class and commodity rates (Westbound Tariff B. C.)	†	To Common Points in Alabama, Arkansas, Florida, Kentucky, Louisiana, Mississippi, and Tennessee
From Macon and Columbus, Ga., Opelika, Ala., Charleston, S. C., and Group and Jacksonville, Fla., Group		
Class and commodity rates (Westbound Tariff B.-L.)	†	To local points in Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, and Tennessee
From Points in Georgia and Tennessee		
Joint, local, and proportional class and commodity rates (Westbound Tariff A. L.)	†	To points in Alabama, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Mississippi, Tennessee, and Virginia
From Birmingham, Holt, Lovick, and Trussville, Ala.		
Class and commodity rates (Birmingham Tariff)	†	To points in Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia
From Points in Alabama, Florida, Georgia, Kentucky, North Carolina, Tennessee, and Virginia		
Class and commodity rates (Southeastern Carolina Tariff)	†	To points in Georgia, North Carolina, South Carolina, Tennessee, and Virginia And Between Athens and Atlanta, Ga. And Points in North and South Carolina as indicated
From Hawkinsville and Dublin, Ga.		
Joint, local, and proportional class and commodity rates (Hawkinsville-Dublin Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia
From Chattanooga, Tenn., and Group		
Class and commodity rates (Chattanooga Tariff)	†	To points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee and Virginia

†Does not run in series number.

ATLANTA FREIGHT TARIFF BUREAU, ATLANTA, GA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Athens, Ga.		
Joint, local, and proportional class and commodity rates (Athens Tariff)	†	To points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia
From Columbus, Ga.		
Class and commodity rates (Columbus Tariff)	†	To points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia and from stations on Central of Georgia Railway to Columbus, Ga.
From Knoxville, Tenn.		
Joint, local, and proportional class and commodity rates (Knoxville Tariff)	†	To points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia
From Points in Alabama, Florida, Georgia, North Carolina, South Carolina, Tennessee, and Virginia		
Joint, local, and proportional class and commodity rates (Eastbound Interior Points Tariff)	†	To points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Canada
From Dalton, Lindale, and Rome, Ga.		
Joint, local, and proportional class and commodity rates (Dalton-Rome Tariff)	†	To points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia
From Montgomery and Selma, Ala.		
Joint, local, and proportional class and commodity rates (Montgomery-Selma Tariff)	†	To points in Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia, also Montgomery, Ala.
Between Points in Florida, Georgia and South Carolina		
Joint, local, and proportional class and commodity rates (Port Carolina Tariff)	†	And points in Georgia, North Carolina, South Carolina, Tennessee, and Virginia

†Does not run in series number.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Augusta, Ga.		
Joint, local, and proportional class and commodity rates (Augusta Tariff)	†	To points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia
From and to Charleston, Beaufort, and Port Royal, S. C., Savannah and Brunswick, Ga. Jacksonville and Fernandina, Fla.		
Class and commodity rates (Port Southeastern Tariff)	†	To and from points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia
From Covington, Madison, Milledgeville, State Farm, and State Sanitarium, Ga.		
Class and Commodity rates (Covington - Madison - Milledgeville Tariff)	†	To points in Alabama, Florida, Georgia, Kentucky, South Carolina, Tennessee, and Virginia
From Fort Valley, Griffin, Barnesville, and Hampton, Ga.		
Class and commodity rates (Fort Valley-Griffin Tariff)	†	To points in Eastern and Western Groups
From Harriman, Harriman Junction, Cardiff, Emory Gap, and Rockwood, Tenn., and Stations on Cincinnati, New Orleans and Texas Pacific Ry. between Harriman and Chattanooga, Tenn.		
Class and commodity rates (Harriman Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, South Carolina, Tennessee, and Virginia
From Atlanta, Ga.		
Joint, local, and proportional class and commodity rates (Atlanta Tariff)	†	To points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia
From La Grange and Newman, Ga.		
Class and commodity rates (La Grange-Newman Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, South Carolina, and Tennessee

†Does not run in series number.

ATLANTA FREIGHT TARIFF BUREAU, ATLANTA, GA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Macon, Ga.		
Class and commodity rates (Macon Tariff)	†	To points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia
From Opelika, Ala.		
Class and commodity rates (Opelika Tariff)	†	To points in Alabama, Florida, Georgia, Kentucky, South Carolina, Tennessee, and Virginia
From Points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia		
Joint, local, and proportional class and commodity rates (Northbound Tariff)	†	To Ohio and Mississippi river crossings, Memphis and Nashville, Tenn., St. Louis, Mo., East St. Louis, Belleville, and Chicago, Ill., Indianapolis, Ind., and Milwaukee, Wis.
Between Jacksonville, Fla., also Florida Transfer, Milldale, and Tampa, Fla.		
Proportional Basing Rates (Florida Basis Book)	†	And local and junction points in Florida
From Bradentown, Haines City, and Lakeland, Fla.		
Grape Fruit Juice (Florida Grape Fruit Juice Tariff)	†	To points in Alabama, District of Columbia, Florida, Georgia, North Carolina, South Carolina, Tennessee, and Virginia
From South Atlantic Points and Points Taking Same Rates		
Petroleum and petroleum products, C. L. (South Atlantic Coast Points Petroleum Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia
From Points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia		
Classes and commodities (Northbound Tariff)	†	To Ohio and Mississippi River crossings, Memphis, Tenn., Nashville, Tenn., St. Louis, Mo., East St. Louis, Ill., Belleville, Ill., and Chicago, Ill., Indianapolis, Ind. and Milwaukee, Wis., and points taking same rates; and points in Arkansas, Illinois, Indiana, and Ohio

†Does not run in series number.

ATLANTA FREIGHT TARIFF BUREAU, ATLANTA, GA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Mines and Ovens in Alabama, Georgia, Kentucky, Tennessee, and Virginia		
Coal and Coke, C. L. (Florida Coal and Coke Tariff)	†	To points in Florida
From Points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina and Tennessee		
Sulphuric Acid, C. L. (Sulphuric Acid Tariff)	†	To points in Alabama, Connecticut, Delaware, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia and Canadian points.
From Savannah and Brunswick, Ga.		
Basing rates for classes and commodities (Savannah - Brunswick Basing Tariff)	†	To points in Georgia
From Albany, Americus, Atlanta, Augusta, Bainbridge, Brunswick, Chamblee, Columbus, Custer, Fort Benning Junction, Ga., Jacksonville, Fla., Macon, Ga., Montgomery, Ala., Savannah, Ga., Thomasville, Ga., Vandiver Park, Ala., Keyton, Ala., and Wheless, Ga.		
Manure, C. L. (Manure Tariff)	†	To points in Alabama, Florida, Georgia, Louisiana and Mississippi
From Points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee and Virginia		
Cotton and Cotton Linters or Regins (Port Cotton Tariff)	†	To Virginia cities, South Atlantic and Gulf ports and points taking same rates, or made with relation thereto
From Points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina and Tennessee		
Cotton and Cotton Linters or Regins (Ohio and Mississippi River Points Cotton Tariff)	†	To Ohio and Mississippi River Crossings, Nashville, Tenn., and points made with relation thereto
From Columbia and Cayce, S. C.		
Classes and commodities (Columbia Tariff)	†	To points in Alabama, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, Ohio, South Carolina, Tennessee, and Virginia Also from points in North Carolina, South Carolina and Virginia to Columbia and Cayce, S. C.

†Does not run in series number.

ATLANTA FREIGHT TARIFF BUREAU, ATLANTA, GA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Alabama, Florida, Georgia, Louisiana, Mississippi, and Tennessee		
(Eastern Cotton Goods Tariff)	†	To Eastern and Virginia cities, Interior Eastern, New England and Canadian points
From Points in Alabama, Florida, Louisiana, Mississippi, North Carolina, South Carolina and Tennessee		
Cotton and cotton linters or regins (Northern and Western Cotton Tariff)	†	To points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Ohio and Wisconsin.
From and To Savannah and Brunswick, Ga.		
Classes and commodities (Savannah-Brunswick Georgia Intrastate Tariff)	†	To and from points in the State of Georgia
From South Atlantic Ports and Points Taking Same Rates		
Class rates (South Atlantic Coast Point Class Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Tennessee and Virginia
From South Atlantic Ports and Points Taking Same Rates		
General Commodities (South Atlantic Coast Points Commodity Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee and Virginia
From Points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee		
Cottonseed Meal, Cake and Hulls; Peanut Meal, Cake and Hulls, and Soya Bean Meal and Cake (Southeastern Cottonseed, Peanut and Soya Bean Products Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia and West Virginia
Between Points in Georgia		
(Georgia Intrastate Proportional Tariff)	†	Maximum proportional rates on classes and commodities between points in Gerogia.

†Does not run in series number.

ATLANTA FREIGHT TARIFF BUREAU, ATLANTA, GA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Charleston, Goodrich and Lambs Junction, S. C.		
Marl and Phosphate Plaster (Charleston District Marl and Phosphate Plaster Tariff)	†	To points in Alabama, Florida, Georgia, North Carolina, South Carolina and Virginia
From South Atlantic Ports and Points Taking Same Rates		
General commodities (South Atlantic Coast Points Commodity Tariff)	†	To points in Alabama, Florida, Georgia, and to Charleston, S. C., Beaufort, S. C. and Port Royal, S.C.
From South Atlantic Ports and Points Taking Same Rates		
Class rates (South Atlantic Coast Points Class Tariff)	†	To points in Alabama, Florida and Georgia, and to Charleston, Beaufort and Port Royal, S. C.
From Florida Points		
Oranges, Lemons, Limes, Grape Fruit, Kumquats, Pineapples, etc. (Florida Orange-Pineapple Tariff)	†	To points in the United States and Canada
Between Junction Points in Georgia		
Classes and Commodities (Georgia Junction Points Tariff)	†	
From Points in Alabama, Florida, Georgia, and South Carolina		
Leaf Tobacco (Leaf Tobacco Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Massachusetts, Mississippi, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia and District of Columbia
From Linville River Railway Stations		
Lumber and other Forest Products (Linville River Railway Western Lumber Tariff)	†	To Ohio and Mississippi River Crossings and Northern and Western points

†Does not run in series number.

ATLANTA FREIGHT TARIFF BUREAU, ATLANTA, GA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Alabama, Florida, Georgia and South Carolina		
Peanuts, C. L. (Peanut Tariff)	†	To Eastern and Virginia cities, Interior Eastern and Canadian points, Ohio and Mississippi River Crossings, and to points in Alabama, Georgia and Florida and to Charleston, S. C.
From Points on the E. T. & W. N. C. R. R., Laurel Fork Ry. and Linville River Railway		
Lumber and other Forest Products (E. T. & W. N. C. R. R. Eastern Lumber Tariff)	†	To Eastern and Virginia Cities, Interior Eastern, Buffalo-Pittsburgh, New England and Canadian points
Government or Military Tariff		
	†	Applying on Military Equipment and special freight train service applicable from, to and between points located on all railroads shown on page 2 of tariff, in that portion of the United States on and south of the Ohio and Potomac Rivers and east of the Mississippi River, including St. Louis, Mo., East St. Louis and Belleville, Ill.
From Alabama, Florida, and Georgia		
Eastbound Vegetable Tariff applying on Fruits and Vegetables	†	To Eastern and Virginia cities, Interior Eastern points Buffalo-Pittsburgh Territory, New England, Canadian and Carolina points
From Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee and Virginia		
Cotton and Cotton Linters or Regins (Eastern Cotton Tariff)	†	To Eastern, Interior Eastern, Buffalo-Pittsburgh, New England, and Canadian points; also Winchester, Va.
Charges, Rules and Regulations Governing Wharfage, Handling and Storage at Virginia, South Atlantic and Gulf Ports (other than Gulfport, Miss., and New Orleans, La.)		
Port Charges Tariff	†	
From Kingsport, Tenn., Leeds, Ala., Ragland, Ala., Richard City, Tenn., Rockmart, Ga., and Spocari, Ala.		
Cement Tariff applying on Cement	†	To Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, Ohio, South Carolina, Tennessee, Virginia and West Virginia

†Does not run in series number.

ATLANTA FREIGHT TARIFF BUREAU, ATLANTA, GA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From points in Alabama, Florida, Georgia, Louisiana, Mississippi, South Carolina, and Tennessee		
Southeastern Cotton Goods Tariff applying on Cotton and Knitting Factory Products	†	To Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, South Carolina, Tennessee, and Virginia
From Alabama, Florida, Georgia, and South Carolina		
Leaf Tobacco Tariff applying on Leaf Tobacco	†	To Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Massachusetts, Mississippi, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, and District of Columbia
From Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Tennessee, and Virginia		
Carolina Lumber Tariff applying on Lumber and Forest Products	†	To North Carolina, South Carolina, and Virginia

†Does not run in series number.

ATLANTIC SEABOARD FREIGHT BUREAU, NEW YORK CITY

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between New York and Interior Eastern Points		
Arbitrary Tariff	1	(Via ocean and rail)
From New York, N. Y., and Points in Atlantic Seaboard Territory		
Joint class and commodity rates	1	To points in Louisiana and Arkansas, also to following points in Oklahoma: Heavener, Hodgens, Houston, Fogels Spur, Page, Perry, and Thomasville (via ocean and rail)
From New York, N. Y., Philadelphia, Pa., Baltimore, Md., and Interior Eastern and New England Points		
Joint and proportional class and commodity rates	2	To western points (via ocean and rail)
From Points in Atlantic Seaboard Territory		
Joint class and commodity rates	3	To Missouri river common points and other points in Arkansas, Colorado, Iowa, Kansas, Missouri, Nebraska, and Oklahoma (via ocean and rail)
From Baltimore, Md., Boston, Mass., New York, N. Y., and Philadelphia, Pa.		
Joint rates on Coffee and Sugar	5	To Missouri river common points (via ocean and rail)
From New York, N. Y., and Points in Atlantic Seaboard Territory		
Joint class and commodity rates	16	To points in Texas (via ocean and rail)
From Galveston, Tex.		
Joint commodity rates	17	To points in Atlantic Seaboard Territory (via ocean and rail)
From Points in Atlantic Seaboard Territory		
Joint class and commodity rates	19	To Utah points, points basing thereon, and to points in Colorado and Wyoming, via the ports of Galveston, Tex., New Orleans, La., Newport News, Norfolk, Pinners Point, and Portsmouth, Va., Savannah, Ga., and West Point, Va. (via ocean and rail)

ATLANTIC SEABOARD FREIGHT BUREAU, NEW YORK CITY

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From New York, N. Y. (Gulf Line Piers)		
Class and commodity	22	To Galveston, Texas
From Atlantic Seaboard Territory		
Class and commodity	24	To Galveston, Texas
From Seaboard Territory		
Class and commodity	26	To Colorado, New Mexico, and Wyoming

CENTRAL FREIGHT ASSOCIATION TARIFF BUREAU, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Uniform Storage Tariff*		
Storage rules and charges applicable to freight, in carload and less than carload quantities, stored in or on railroad premises	1	At points in the United States
Territorial Directory		
	3	Indicating points in Alabama, Alberta, Can., Arizona, Arkansas, British Columbia, Can., Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Manitoba, Can., Maryland, Massachusetts, Mexico, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Brunswick and Newfoundland, Can., New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Nova Scotia, Can., Ohio, Oklahoma, Ontario, Can., Oregon, Pennsylvania, Price Edward Island and Quebec, Can., Rhode Island, Saskatchewan, Can., South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, and Wyoming
Demurrage Tariff*		
National car demurrage rules and charges	4	At points in the United States
From Points in Illinois, Indiana, Kentucky, Maryland, Michigan, Ohio, Western New York, West Virginia, Western Pennsylvania, and Ontario, Can.		
Joint and proportional class rates	12	To Algoma, Wis., Duluth, Minn., Green Bay, Wis., Hancock, Mich., Manitowoc and Marinette, Wis., Marquette and Michigamme, Mich., New London, Wis., St. Ignace, Mich., St. Paul, Minn., Sheboygan, Wis., Winona, Minn., also proportional rates to Atchison, Kan., Council Bluffs, Ia., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Nebraska City, Neb., North Kansas City, Mo., Omaha, Neb., Pacific Jct., Iowa, Sioux City, Iowa, South Omaha, Neb., and St. Joseph, Mo., on traffic destined to points in Idaho, Montana, Oregon and Washington
From Points Within Cincinnati, Ohio, Switching Limits		
Carload switching rates, joint or proportional	14	To points within Cincinnati, Ohio, switching limit

*Published by W. J. Kelly, as Agent for the American Railway Association Tariff Bureau.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Indiana, Kentucky, Michigan, New York, Ohio, West Virginia, Pennsylvania, and Ontario, Can.		
Joint and proportional class and commodity rates	15	To Memphis, Tenn., New Orleans, La., Mobile, Ala., Pensacola, Fla., Hooma, Ark., Gulfport, Natchez, and Vicksburg, Miss., and other lower Mississippi River, Alabama, and Louisiana points
From Cairo, Ill., Cincinnati, Ohio, East St. Louis, Ill., Evansville and Jeffersonville, Ind., Louisville, Ky., New Albany, Ind., Owensboro and Paducah, Ky., St. Louis, Mo., Thebes, Ill., and Points Taking Same Rates in Illinois, Indiana, Kentucky, and Ohio		
Local, joint and proportional rates on Lumber and other Forest Products, C. L.	63	To points in Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin, and Michigan (Upper Peninsula)
From Brookport, Cache, and Cairo, Ill., Cincinnati, Ohio, East St. Louis and Eldorado, Ill., Evansville, Ind., Gale and Galesville, Ill., Jeffersonville, Ind., Louisville, Ky., Madison, Ind., Metropolis and Mounds, Ill., New Albany and New Harmony, Ind., Olive Branch, Ill., Owensboro and Paducah, Ky., St. Louis, Mo., and Thebes, Ill.		
Local, joint and proportional rates on Lumber and other Forest Products, C. L.	65	To points in Illinois, Indiana, Iowa, Missouri, Wisconsin, and Kentucky, also proportional rates to East Burlington, East Clinton, East Dubuque, East Fort Madison, East Hannibal, East Keokuk, East Louisiana, Keithsburg, Quincy, Rock Island, and Savannah, Ill., on traffic destined beyond
From Points in Indiana, Kentucky, Michigan, Western New York, Ohio, and Western Pennsylvania		
Joint and proportional rates on Vehicles, Vehicle Parts and Material	90	To points in Illinois, Minnesota, Wisconsin, and Michigan (Upper Peninsula), also proportional rates to Atchison, Kan., Council Bluffs, Iowa, Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Nebraska City, Neb., and St. Joseph, Mo., on traffic destined to points in Idaho, Montana, Oregon, and Washington, also proportional rates to Duluth, Minn., and Superior, Wis., on traffic destined to points on Can. Nor. Ry., Can. Pac. Ry., and Grand Trunk Pac. Ry.
From Brookport and Cairo, Ill., Cincinnati, Ohio, Evansville, Jeffersonville, and New Albany, Ind., Louisville, Ky., and Thebes, Ill., and Other Points in Illinois, Indiana, Kentucky and Ohio		
Local, joint and proportional rates on Billets, Cast Iron Pipe, Scrap Iron	91	To points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Ontario, Can., New York, Pennsylvania, West Virginia, and Wisconsin

CENTRAL FREIGHT ASSOCIATION TARIFF BUREAU, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Indiana, Michigan (Lower Peninsula), Ohio, Pennsylvania, and West Virginia		
Local, joint, and proportional rates on Salt, C. L.	95	To points in Indiana, Illinois, Iowa, Kentucky, Michigan (Lower Peninsula), Missouri, Western New York, Ohio, West Virginia, Western Pennsylvania, and Wisconsin
From Points in Michigan, Ohio, and Pennsylvania		
Joint rates on Salt, C. L.	96	To points in Michigan (Upper Peninsula), Minnesota, and Wisconsin
Between Chicago, Ill., and Milwaukee, Wis.		
Local, joint, and proportional class and commodity rates	100	And Ohio river crossings
Between Indianapolis, Ind., etc.		
Local, joint, and proportional class and commodity rates	102	And Ohio River Crossings in Ohio and Indiana
Between Points in Illinois, Indiana, Iowa, and Wisconsin		
Joint and proportional class and commodity rates	104	And Ohio river crossings
From Points in Illinois, Indiana, Kentucky, Michigan, Western New York, Ohio, West Virginia, and Western Pennsylvania		
Joint and proportional commodity rates	105	To points in Illinois, Minnesota, Wisconsin, and Michigan (Upper Peninsula), also proportional rates to Atchison, Kan., Council Bluffs, Iowa, Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Nebraska City, Neb., North Kansas City, Mo., Omaha, Neb., Pacific Jct., Iowa, St. Joseph, Mo., Sioux City, Iowa, and South Omaha, Neb., on traffic destined to points in Idaho, Montana, Oregon, and Washington
From Chicago, Ill., Indianapolis, Ind., and Milwaukee, Wis.		
Joint and proportional class and commodity rates	106	To Bristol, Tenn.-Va.

CENTRAL FREIGHT ASSOCIATION TARIFF BUREAU, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Iowa, Illinois, Indiana, Michigan, Minnesota, and Wisconsin		
Joint through commodity rates	107	To points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, and Virginia
From Points in Illinois, Indiana, and Wisconsin, and from Paducah, Ky.		
Joint through class and commodity rates	108	To points in Kentucky, Illinois, Louisiana, Mississippi, and Tennessee
From Ohio River Crossings in Illinois, Indiana, and Ohio		
Joint and proportional class and commodity rates	109	To points in Minnesota
From Chicago, Ill., and Whiting, Ind.		
Joint rates on Petroleum and Its Products	110	To points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia
From Milwaukee and Manitowoc, Wis.		
Joint and proportional rates on Grain and Grain Products	111	To points in Indiana, Kentucky, Michigan, Ohio, Ontario, Can., Western New York, Western Pennsylvania, and West Virginia
From Chicago, Ill., and Milwaukee, Wis.		
Local, joint, and proportional rates on classes and commodities	112	To points in Kentucky
Between Peoria and Points Taking Same Rates		
Local, joint, and proportional commodity rates	115	And Ohio river crossings and points in Indiana, Ohio, and Kentucky, taking same rates
From Points in Indiana, Kentucky, Maryland, Michigan, New York, Ohio, West Virginia and Pennsylvania		
Joint and proportional rates on Iron and Steel Articles, also Tin Plate, Stoves, Furnaces, Ranges	117	To points in Illinois, Minnesota, Wisconsin, and Michigan (Upper Peninsula), and Sault Ste. Marie, Ont. (Can.), also proportional rates to Atchison, Kan., Council Bluffs, Iowa, Kansas City and North Kansas City, Mo., Kansas City and Leavenworth, Kan., Omaha, Nebraska City, and South Omaha, Neb., Pacific Jct., Iowa, St. Joseph, Mo., and Sioux City, Iowa, on traffic destined to points in Idaho, Montana, Oregon, and Washington

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Chicago and East St. Louis, Ill., Kewaunee, Wis., Mackinaw City and Manistique, Mich., Manitowoc and Milwaukee, Wis., Peoria, Ill., and Points Taking Same Rates When From Points in Pacific Coast Territory		
Proportional rates on Lumber, Shingles, and Other Forest Products, C. L.	127	To points in Indiana, Kentucky, Michigan, Ohio, Ontario, Can., New York, Pennsylvania, and West Virginia
From Points in Ohio, Michigan, Indiana, Pennsylvania, and Ontario, Can.		
Joint through rates on commodities	128	To points in Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia
Exceptions		
To Official Classification, also Special Rulings, Estimated Weights, Minimum Weights, Rental Charges, etc.	130	
From Alton, Brookport, and Cairo, Ill., Cincinnati, Ohio, East St. Louis and Eldorado, Ill., Evansville, Ind., Gale, Golconda, and Grayville, Ill., Jeffersonville, Ind., Louisville, Ky., Madison, Ind., Metropolis, Mound City, and Mounds, Ill., New Albany and New Harmony, Ind., Owensboro and Paducah, Ky., St. Louis, Mo., Shawneetown and Thebes, Ill., Vincennes, Ind., and Points Taking Same Rates		
Local, joint, and proportional rates on Lumber	131	To points in Indiana, Kentucky, Michigan, New York, Ohio, Ontario, Can., Pennsylvania, West Virginia, and other points taking arbitraries higher, as provided for in the basing books of eastbound lines
From Brookport, Cairo, Joppa, Metropolis, Mounds, Thebes, and Thebes Transfer, Ill. Cincinnati, Ohio, Louisville, Ky., and Evansville, Jeffersonville, and New Albany, Ind.		
Proportional rates on Pig Iron	132	To points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, New York, Pennsylvania, West Virginia and Wisconsin
From Points in Illinois, Indiana, Kentucky, Ohio, Michigan, Pennsylvania, New York West Virginia, and Canada		
Joint and proportional class and commodity rates	134	To New Orleans, La., Mobile, Ala., Galveston, Tex., Harvey, La., Key West, Fla., etc., on shipments destined to Havana and other points in Cuba
From Cincinnati, Ohio, Jeffersonville, Ind., Louisville, Ky., and New Albany, Ind., on shipments From Beyond When Originating South of the Ohio River		
Proportional rates on Lumber	138	To points in Illinois, Indiana, Iowa, Michigan (Upper Peninsula), Missouri, and Wisconsin

CENTRAL FREIGHT ASSOCIATION TARIFF BUREAU, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Illinois, Indiana, Kentucky, Michigan, Western New York, Ohio, West Virginia, and Western Pennsylvania		
Rail-and-lake, lake-and-rail, and rail-lake-and-rail joint class and commodity rates	143	To points in Illinois, Indiana, Kentucky, Michigan, Minnesota, New York, Ontario, Can., and Wisconsin, via Chicago, Ill., or Lake Erie ports
From Chicago, Ill.		
Local and joint rates on Salt, C. L.	144	To points in Indiana, Michigan, and Ohio
From Points in Indiana, Kentucky, Ohio, Pennsylvania, and West Virginia		
Joint through rates on commodities	147	To points in Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota
From Milwaukee, Wis.		
Joint proportional rate (uninsured) on Paper, Fruit Wrapping, C. L.	148	To Jacksonville, Fla., via rail and ocean
From De Pere, Green Bay, and Marinette, Wis., Menominee, Mich., and Oconto and Peshtigo, Wis.		
Joint rates on Lumber	152	To points in Indiana, Kentucky, Michigan (Lower Peninsula), New York, Ohio, Ontario, Can., Pennsylvania, and West Virginia
From De Pere, Green Bay, and Marinette, Wis., Menominee, Mich., and Oconto and Peshtigo, Wis.		
Joint through rates on Lumber	153	To points in Canada, Connecticut, Delaware, District of Columbia, Kentucky, Maryland, Maine, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Ontario, Can., Pennsylvania, Quebec, Rhode Island, Vermont, Virginia, and West Virginia
From Points in Indiana, Kentucky, Michigan, Western New York, Ohio, West Virginia, and Western Pennsylvania		
Joint and proportional rates on Cement, Gravel, Gypsum Rock, Plaster, Lime, Limestone, Sand, Stucco	155	To points in Illinois, Minnesota, Wisconsin, Michigan (Upper Peninsula), also proportional rates to Atchison, Kan., Council Bluffs, Ia., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Nebraska City, Neb., North Kansas City, Mo., Omaha, Neb., Pacific Jct., Ia., St. Joseph, Mo., Sioux City, Ia., and South Omaha, Neb., on traffic destined to points in Idaho, Montana, Oregon, and Washington, also proportional rates to Duluth, Minn., and Superior, Wis., on traffic destined to points on Can. Nor. Ry., Can. Pac. Ry., and Grand Trunk Pac. Ry.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Indiana, Kentucky, Michigan, Western New York, Ohio, West Virginia and Western Pennsylvania		
Joint and proportional rates on Disinfectants, Grease, Lubricating Oil, Paint, Petrolatum	156	To points in Illinois, Minnesota, Wisconsin, Michigan (Upper Peninsula), also proportional rates to Atchison, Kan., Council Bluffs, Ia., Kansas City and Leavenworth, Kan., Nebraska City, Neb., North Kansas City, Mo., Omaha, Neb., Pacific Jct., Ia., St. Joseph, Mo., Sioux City, Ia., and South Omaha, Neb., on traffic destined to points in Idaho, Montana, Oregon, and Washington, also proportional rates to Duluth, Minn., and Superior, Wis., on traffic destined to points on Can. Nor. Ry., Can. Pac. Ry., and Grand Trunk Pac. Ry.
From Anderson, Ind., Bay City, Mich., Eaton Rapids and Kalamazoo, Mich., Kendallville, Ind., Lansing, Mich., Napanee, Ind., Saginaw, Mich., and Springfield, Ohio		
Joint and proportional rates on Silos and Tanks (Wooden)	157	To points in Illinois, Minnesota, Wisconsin, and Michigan (Upper Peninsula), also proportional rates to Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Kansas City and Leavenworth, Kan., Nebraska City and Omaha, Neb., Pacific Jct., and Sioux City, Ia., South Omaha, Neb., and St. Joseph, Mo., on traffic destined to points in Idaho, Montana, Oregon, and Washington, also proportional rates to Duluth, Minn., and Superior, Wis., on traffic destined to points on Can. Nor. Ry., Can. Pac. Ry., and Grand Trunk Pac. Ry.
From Cincinnati, Ohio, Ft. Wayne, Ind., Maysville, Ky., Jeffersonville, Lawrenceburg, and New Albany, Ind., Louisville and Owensboro, Ky., Terre Haute and Vincennes, Ind., and Pittsburgh District		
Joint and proportional rates on Alcoholic Liquors	158	To points in Illinois, Minnesota, and Wisconsin, also proportional rates to Atchison, Kan., Council Bluffs, Ia., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Nebraska City and Omaha, Neb., Pacific Jct., Ia., St. Joseph, Mo., Sioux City, Ia., and South Omaha, Neb., on traffic destined to points in Idaho, Montana, Oregon, and Washington, also proportional rates to Duluth, Minn., and Superior, Wis., on traffic destined to points on Can. Nor. Ry., Can. Pac. Ry., and Grand Trunk Pac. Ry.
From Points in Indiana, Kentucky, Michigan, Western New York, Ohio, West Virginia, Western Pennsylvania, and Ontario, Can.		
Joint and proportional rates on Paper, Strawboards, Rags, Roofing, Wood-Pulp Board	159	To points in Illinois, Minnesota, Wisconsin, Michigan (Upper Peninsula), and Ontario, Can., also proportional rates to Atchison, Kan., Council Bluffs, Ia., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Nebraska City, Neb., North Kansas City, Mo., Omaha, Neb., Pacific Jct., Ia., St. Joseph, Mo., Sioux City, Ia., and South Omaha, Neb., on traffic destined to points in Idaho, Montana, Oregon, and Washington, also proportional rates to Duluth, Minn., and Superior, Wis., on traffic destined to points on Can. Nor. Ry., Can. Pac. Ry., and Grand Trunk Pac. Ry.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Indiana, Kentucky, New York, and Ohio		
Joint rates on Soap, Soap Powder, Washing Powder	160	To points in Minnesota and Wisconsin, also proportional rates to Atchison, Kan., Council Bluffs, Ia., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Nebraska City, Neb., North Kansas City, Mo., Omaha, Neb., Pacific Jct., Ia., St. Joseph, Mo., Sioux City, Ia., and South Omaha, Neb., on traffic destined to points in Idaho, Montana, Oregon, and Washington, also proportional rates to Duluth, Minn., and Superior, Wis., on traffic destined to points on Can. Nor. Ry., Can. Pac. Ry., and Grand Trunk Pac. Ry.
From Points in Indiana, Kentucky, Michigan, Western New York, Ohio, West Virginia and Western Pennsylvania		
Joint and proportional rates on Agricultural Implements, Machines, Machinery, Traction Engines, etc.	161	To points, in Illinois, Minnesota, Wisconsin, Michigan (Upper Peninsula), and Ontario, Can., also proportional rates to Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Kansas City and Leavenworth, Kan., Nebraska City, Neb., North Kansas City, Mo., Omaha, Neb., Pacific Jct., Ia., St. Joseph, Mo., Sioux City, Ia., and South Omaha, Neb., also proportional rates to Duluth, Minn., and Superior, Wis., on traffic destined to points on the Can. Nor. Ry., Can. Pac. Ry., and Grand Trunk Pac. Ry.
From Points in Indiana, Michigan, Western New York, Ohio, and Western Pennsylvania		
Joint and proportional rates on Grapes	162	To points in Illinois, Minnesota, Wisconsin, and Michigan (Upper Peninsula), also proportional rates to Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Kansas City and Leavenworth, Kan., Nebraska City, Neb., North Kansas City, Mo., Omaha, Neb., Pacific Jct., Ia., St. Joseph, Mo., Sioux City, Ia., and South Omaha, Neb., on traffic destined to points in Idaho, Montana, Oregon, and Washington, also proportional rates to Duluth, Minn., and Superior, Wis. on traffic destined to points on the Can. Nor. Ry., Can. Pac. Ry., and Grand Trunk Pac. Ry.
From Points in Indiana, Kentucky, Michigan, and Ohio		
Joint and proportional rates on Tobacco	163	To points in Illinois, Minnesota, Wisconsin, and Michigan (Upper Peninsula), also proportional rates to Atchison, Kan., Council Bluffs, Ia., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Nebraska City and Omaha, Neb., Pacific Jct., Ia., St. Joseph, Mo., Sioux City, Ia., and South Omaha, Neb., on traffic destined to points in Idaho, Montana, Oregon, and Washington, also proportional rates to Duluth, Minn., and Superior, Wis., on traffic destined to points on Can. Nor. Ry., Can. Pac. Ry., and Grand Trunk Pac. Ry.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Bellaire and Canton, Ohio, Carnegie, Pa., Cleveland, Ohio, Dunbar, W. Va., McKees Rocks, Pa., Moundsville, W. Va., North McKees Rocks, Pa., Terre Haute, Ind., and Wheeling, W. Va.		
Joint and proportional rates on Enameled Ware	164	To points in Illinois and Wisconsin
From Points in Illinois, Indiana, Kentucky, Michigan, Western New York, Ohio, West Virginia, and Western Pennsylvania		
Application of rates	165	To points in Illinois, Minnesota, Wisconsin, and Michigan (Upper Peninsula), taking same rates as in effect to Duluth, Minn., Green Bay, Wis., Houghton, Hancock, and Manistique, Mich., Manitowoc and Marinette, Wis., Menominee and Michigamme, Mich., and St. Paul and Winona, Minn.
Quarantine Rules, etc.		
Quarantine rules and regulations of United States Department of Agriculture, Indian Reservations, Various States, Dominion of Canada, and the Republic of Mexico, applying on state, interstate, and foreign traffic and governing the inspection of Bees and Apiary Stock, Cotton, Dairy Products, Hay, Hides, Live Stock, Meats, Meat Food Products, Nursery Stock, Seeds, Straw, Wild Birds	167	
Customs Rules, etc		
Customs rules and regulations, governing shipments of export merchandise	168	Into or through Canada, Mexico, Cuba, Haiti, Santo Domingo, Jamaica, Porto Rico, Guadeloupe, Martinique, Barbadoes, Trinidad, Guatemala, Br. Honduras, Sp. Honduras, Salvador, Nicaragua, Costa Rica, Panama, Colombia, Ecuador, Peru, Bolivia, Chile, and Europe
From East Bank Lake Michigan Ports in Michigan		
Lake-and-rail and rail-lake-and-rail joint and proportional class rates	169	To points in Illinois, Indiana, Iowa, Kentucky, Missouri, Ohio, and Wisconsin
Laws and Rules		
Governing the transportation of liquor (Also the U. S. Food and Drug Act)	171	To, from, and between points in the United States and in the following states: Illinois, Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, West Virginia, also Indian Reservations and Provinces of Canada

CENTRAL FREIGHT ASSOCIATION TARIFF BUREAU, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Buffalo and East Buffalo, N. Y., Franklin, Oil City, Reno, Van, Erie, and Raymilton, Pa.		
Joint through rates on Petroleum and Its Products	172	To points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia, via Deepwater, W. Va., Virginian Ry. and connections
Regulations for Transportation of Explosives, Etc.		
Interstate Commerce Commission regulations for the transportation of Explosives and other Dangerous Articles by Freight, and Specifications for Shipping Containers	173	
From Points in Illinois, Indiana, Kentucky, Maryland, Michigan, Missouri, New York, Ohio, Pennsylvania, and West Virginia		
Joint and proportional rates on Blocks, Brick, Clay Conduits, Fireproofing	174	To points in Illinois, Minnesota, Wisconsin, and Michigan (Upper Peninsula), also proportional rates to Atchison, Kan., Council Bluffs, Ia., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Nebraska City, Neb., North Kansas City, Mo.. Omaha and South Omaha, Neb., Pacific Jct., Ia., St. Joseph, Mo., and Sioux City, Ia., on traffic destined to points in Idaho, Montana, Oregon, and Washington, also proportional rates to Duluth, Minn., and Superior, Wis. on traffic destined to points on the Can. Nor. Ry., Can. Pac. Ry., and Grand Trunk Pac. Ry.
Land-Grant Agreement		
Governing the Transportation of United States Government Property	176	
From Chicago, Ill.		
Lake-and-rail joint class rates	177	To points in Indiana, Michigan (Lower Peninsula), and Ohio
From Buffalo, N. Y., Pittsburgh, Pa., Huntington, W. Va., Portsmouth, Ohio, Wheeling, W. Va., and points taking same rates		
Rails (new), Iron or Steel, Steel Crossties, Railway Track Material	179	To points in Alabama, Florida, Georgia, Mississippi, South Carolina, and Tennessee

CENTRAL FREIGHT ASSOCIATION TARIFF BUREAU, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Table of Distances		
Table of distances between points on various railways, to be used in connection with tariffs making reference thereto	180	Between points in Indiana, Michigan, New York, Ohio, Pennsylvania, West Virginia, and Ontario, Can.
From Stations in Western New York, Ohio, West Virginia and Western Pennsylvania		
Rail-and-Lake and Rail-Lake-and Rail joint class and commodity rates	182	To stations in Michigan, Minnesota and Wisconsin, via Buffalo, N. Y., Cleveland, Ohio, or Erie, Pa.
From Stations on the Chesapeake & Ohio Ry. of Indiana; Chicago, Indianapolis & Louisville Ry. and Evansville & Indianapolis R. R.		
Classes and commodities (basis for rates)	183	To stations south of the south bank of the Ohio River, also stations in Arkansas, Louisiana, Oklahoma and Texas, located on lines parties to the tariff
From Points in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, West Virginia, and Ontario, Canada		
Class and commodity rates (basis for)	193	To points in Colorado, Idaho, Kansas, Montana, Nebraska, New Mexico, North Dakota, Oregon, South Dakota, Utah and Wyoming
From Chicago, Ill. and Joliet, Ill., Etc.		
Cinders, Gravel, Ashes, Crushed Stone, Sand, Black Dirt and Quarry Strippings, in straight or mixed carloads	197	To points in Illinois, Indiana, Michigan and Ohio
From Points in Indiana, Kentucky, and Ohio		
Local, joint, and proportional class and commodity rates	201	To points in Illinois, Indiana, and Missouri
From Illinois, Indiana, Kentucky, Michigan, New York, Ohio, West Virginia, and Pennsylvania		
Local, joint, and proportional Petroleum and Petroleum Products	203	To Illinois, Indiana, Kentucky, Michigan, New York, Ohio, West Virginia, Pennsylvania, Iowa, and Missouri

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Manitowoc, Milwaukee, Green Bay, Oconto, Marinette, Wis., Manistique, Menominee, Mich., Racine, Wis., Waukegan, Ill.		
Classes and commodities	204	and stations in Illinois, Indiana, Kentucky, Michigan (lower peninsula), Western Pennsylvania, Western New York, Ohio, Ontario, and West Virginia
From Grand Rapids, Grand Haven & Muskegon Ry., and Michigan Ry.		
Joint and proportional classes	205	To Illinois, Minnesota, Wisconsin, and Michigan, also proportional rates to Missouri River Crossings on traffic destined to Idaho, Montana, Washington, and Oregon
Between Stations in Illinois, Indiana, Kentucky, Maryland, Michigan, Ohio, Western New York, Western Pennsylvania, West Virginia		
Class rates	207	And Beloit, Janesville, Madison, Stoughton, and Watertown, Wis.
From Points in Central Freight Association Territory		
Storage in transit of Apples, carloads	208	
From Stations in Indiana		
Wooden, Butts, Handle: Bolts, Heading Bolts, Stave Bolts, and Logs, C. L.	209	To stations in Indiana
From Chicago, Ill., and Points Within the Chicago Switching District		
Lumber, Shingles and other Forest Products, carloads	211	To points in Canada, Connecticut, Delaware, District of Columbia, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia
From Quarries and Mills		
Stone and Stone, Natural, other than Bituminous Asphalt Rock, viz.: Chips or Waste, in carloads	213	To Quarries and Mills located on B. & O. R. R., C. T. H. & S. E. Ry., C. I. & L. Ry., and Ill. Cent. R. R., in the Bedford-Bloomington, Ind. Stone District

CENTRAL FREIGHT ASSOCIATION TARIFF BUREAU, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in the State of Indiana		
Bituminous Coal, carloads	214	To points in the state of Indiana
At Cincinnati, Ohio		
Charges for Labor and Storage in Storage Warehouses	216	
From Points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia and Wisconsin		
Eastbound class rates, joint, local and proportional. via all-rail routes, rail-and-ocean, rail-lake-and-rail, lake-and-rail, car-ferry or break-bulk routes	217	To Albany, N. Y., Baltimore, Md., Boston, Mass., New York, N. Y., Norfolk, Va., Philadelphia, Pa.
From Points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Ohio, Pennsylvania, West Virginia and Wisconsin		
Eastbound commodity rates	218	To Albany, N. Y., Baltimore, Md., Boston, Mass., Montreal, Que., New York, N. Y., Norfolk, Va., Philadelphia, Pa.
From Stations in Western Maryland, Western New York, Eastern Ohio, Western Pennsylvania, and Western West Virginia		
Class rates, joint, local, and proportional (Border to C. F. A. Tariff)	219	To stations in Illinois, Indiana, Iowa, Kentucky, Maryland, Missouri, Michigan, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin
From Stations in Illinois, Also From Some Stations in Surrounding States, Near the Illinois Boundary		
Class rates, joint, local and proportional (Illinois to C. F. A. Tariff)	221	To stations in Indiana, Kentucky, Maryland, Michigan, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin
From Stations in Northern Indiana		
Class rates, local, joint and proportional (Northern Indiana to C. F. A. Tariff)	222	To stations in Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Stations in Southern Indiana and Northern Kentucky, on the Ohio River		
Class rates, joint, local, and proportional (Southern Indiana to C. F. A. Tariff)	223	To stations in Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin
From Stations in Northeastern Illinois, Lower Michigan, and Eastern Wisconsin		
Class rates, local, joint, and proportional (Lower Michigan to C. F. A. Tariff)	224	To stations in Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin
At Stations in Illinois, Indiana, Michigan, Ohio, Pennsylvania and West Virginia		
Rules, regulations and charges for Wasting Ashes, Slag and other Refuse Material, carloads	226	
At Indianapolis, Ind.		
Rules governing the absorption of switching charges, industrial switching, trap cars, weighing and reweighing cars, also list of shippers and consignees having side track facilities	227	
Between		
Rules for constructing combination rates	228	Points on railroads in the United States
From Points in Illinois, Indiana, Iowa, Missouri, and Wisconsin		
Hay, carloads, local, joint, and proportional rates on	229	To Memphis, Tenn., Greenwood, Miss., New Orleans, La., and stations taking same rates
From Stations in Northern Ohio		
Class rates; local, joint, and proportional (Northern Ohio to C. F. A. Tariff)	230	To Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin
From Stations in Northern Kentucky, Southern Ohio, and Western West Virginia		
Class rates; joint, local, and proportional (Southern Ohio to C. F. A. Tariff)	231	To stations in Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Cincinnati, Ohio, and Jeffersonville, Ind., New Albany, Ind., and Louisville, Ky. Also Between Henderson and Owensboro, Ky., and Jeffersonville, Ind., Madison and New Albany, Ind., Louisville, Ky., and Cincinnati, Ohio		
Classes and commodities; local, joint, and proportional	232	
From Points in Illinois, Iowa, Missouri, and Wisconsin		
Classes and commodities; joint and proportional	233	To New York, N. Y., Boston, Mass., Erie, Pa., Philadelphia, Pa., Baltimore, Md., Montreal, Que., and other Eastern and Canadian cities Also Bases for rates to Baltimore, New York, Philadelphia, etc., on export traffic, via Chicago, Ill., or Milwaukee, Wis., also via lake from Buffalo, N. Y., and Erie, Pa. to Chicago, Ill., and Milwaukee, Wis.
Between Points in the United States		
Free transportation of Equipment and Materials of the American Railway Express Co.	234	
From Evansville, Ind., Henderson, Ky., Louisville, Ky., Mt. Vernon, Ind., Owensboro, Ky.		
Commodity rates, local, joint, and proportional	237	To stations in Canada, Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania, Virginia, and West Virginia
From Points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin		
Rates on Grain, Grain Products, By-Products of Grain	245	To Albany, Baltimore, Boston, Montreal, New York, Philadelphia, Rochester, Syracuse, Utica
From Buffalo, N. Y., and Cleveland, Ohio		
Class rates; lake-and-rail and rail-lake-and-rail	246	To points in Ohio, Michigan, Iowa, Illinois, Indiana, Kentucky, Minnesota, Pennsylvania, West Virginia, Wisconsin, and Missouri
From Detroit Docks, Mich.		
Joint class rates; lake-and-rail	251	To points in Kentucky, New York, Ohio, Pennsylvania, and West Virginia

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Illinois, Indiana, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin		
Live Stock, carloads, viz: Cattle, Calves, Goats, Hogs, Lambs, and Sheep	253	To points in Illinois, Indiana, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania, Ontario, West Virginia, and Wisconsin
From Stations in Maryland, Ohio, Western New York, Western Pennsylvania and West Virginia		
Class rates, joint and proportional	254	To stations in Kentucky, Maryland, Tennessee, Virginia, and West Virginia; also to Newport News and Norfolk, Va., on export traffic
From and to Stations in Illinois, Indiana, Kentucky, Iowa, Missouri, and Wisconsin		
Local and joint class rates	256	To and from stations in Illinois, Indiana, Kentucky, Iowa, Missouri, and Wisconsin
From Points in Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin		
Class rates, joint, local, proportional, and export	260	To points in the Dominion of Canada. (Sault Ste. Marie, Ont., Sarnia, Ont., Windsor, Ont., and points east thereof)
To Stations in the Dominion of Canada. (Sault Ste. Marie, Ont., Sarnia, Ont., Windsor, Ont., and East thereof)		
Bases for rates	261	
From Chicago, Ill., Indianapolis, Ind., Milwaukee, Wis., Pana, Ill., Peoria, Ill., and Springfield, Ill.		
Class and commodity rates, local and joint	262	To points in Kentucky, Louisiana, Mississippi, and Tennessee
From St. Louis, Mo., and East St. Louis, Cairo, Gale, and Thebes, Ill., and Upper Mississippi River Crossings		
Joint and proportional class and commodity rates	300	To New York, N.Y., Boston, Mass., Philadelphia, Pa., Baltimore, Md., Montreal, Que., and other eastern and Canadian cities

CENTRAL FREIGHT ASSOCIATION TARIFF BUREAU, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Mississippi River Crossings in Illinois and Missouri		
Local, joint, and proportional class and commodity rates	400	To points in Indiana, Kentucky, Michigan, Ohio, New York, West Virginia, Pennsylvania, and Ontario, Can.
From Mississippi River Crossings in Illinois and Missouri		
Joint and proportional rates on Grain, Grain Products, Grain By-Products	401	To points in Indiana, Kentucky, Michigan, Ohio, New York, West Virginia, Pennsylvania, and Ontario, Can.
From East St. Louis, Ill.		
Joint and proportional rates on Grain Products, Grain By-Products, C.L.	402	To Buffalo, N.Y., Charleston, W.Va., Connellsville, Pa., Gauley Bridge, W.Va., Indiana, and Pittsburgh, Pa., and Wheeling, W.Va.
From Ohio and Mississippi River Crossings		
Joint class rates, and Grain	403	To points on Chesapeake & Ohio R.R.
From St. Louis, Mo., East St. Louis, Ill., Cairo, Gale, and Thebes, Ill., also from Mississippi River Crossings		
Class rates	405	To stations in Indiana, Kentucky, Michigan, Ohio, New York, West Virginia, Pennsylvania, and Ontario, Can.

EASTERN FREIGHT TARIFF BUREAU, NEW YORK CITY

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Trunk Line—New England Territories		
Consolidate Westbound Class Rate Tariff Classes	†	To western points
Rules		
Rules Governing Storing and Reconsigning in Transit of Apples, in carloads	†	
From Johnstown—Connellsville, Pa., Region		
Iron and Steel Commodity	†	To western points
From Johnstown—Connellsville, Pa., Region		
Class rates	†	To western points
Via New York State Barge Canal and Lake Lines		
Westbound Class and Commodity Tariff	†	
From Trunk Line—New England Territories		
Consolidated Westbound Class and Commodity Tariff, via rail-and-lake, and rail-lake-and-rail	†	To western points
From Eastern Seaboard and Interior Points		
Commodity rates on Sugar and Coffee	†	To St. Paul territory
From Buffalo, Black Rock, N.Y., Buffalo Lake, East Buffalo, N.Y., and Erie, Pa.		
Ex-lake Grain, in bulk, domestic	†	To Albany, N.Y., Baltimore, Md., Boston, Mass., New York, N.Y., Philadelphia, Pa., Pittsburgh, Pa., Tonawanda, N.Y., etc.

†Does not run in series number.

EASTERN FREIGHT TARIFF BUREAU, NEW YORK CITY

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Trunk Line and New England Territories		
Consolidated Westbound Commodity Tariff	†	To C. F. A. territory
Routing Guide		
Consolidated Westbound Routing Guide, to be in connection with tariffs making specific reference thereto	†	
From Trunk Line and New England Territories		
Consolidated Westbound Class and Commodity Tariff	†	To St. Paul territory
From Buffalo, Black Rock, N.Y., Etc.		
Ex-lake grain for export	†	

†Does not run in series number.

GULF FOREIGN FREIGHT COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Havana and Cuban Outports		
Class and commodity rates	1000	To Mobile, Ala., New Orleans, La., and Galveston, Tex.
From Chicago, Ill., Milwaukee, Wis., Dubuque, Iowa, Peoria and Springfield, Ill., Indianapolis, Ind., St. Louis, Mo., Cincinnati, Ohio, Louisville, Ky., Evansville, Ind., Cairo, Ill., Detroit, Mich., La Crosse, Wis., and Winona, Minn.		
Local, joint, and proportional class and commodity rates	1002	To shipside—Algiers, La., Brazos Port, Freeport, and Galveston, Tex., Gretna, La., Gulfport, Miss., Harvey, La., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Arthur and Port Bolivar, Tex., Port Chalmette, La., Texas City and Velasco, Tex., and Westwego, La., also to Mereaux, La., on Oil and Petroleum and Their Products
From Chicago, Ill., Milwaukee, Wis., Dubuque, Iowa, Peoria and Springfield, Ill., Indianapolis, Ind., St. Louis, Mo., Cincinnati, Ohio, Louisville, Ky., Evansville, Ind., Cairo, Ill., and Davenport, Iowa		
Local, joint, and proportional commodity rates	1004	To shipside—Algiers, La., Brazos Port, Freeport, and Galveston, Tex., Gretna, La., Gulfport, Miss., Harvey, La., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Arthur and Port Bolivar, Tex., Port Chalmette, La., Texas City and Velasco, Tex., Westwego, La., also to Mereaux, La., on Oil and Petroleum and Their Products
From Key West, Fla., Mobile, Ala., New Orleans, La., and Galveston, Tex.		
Class and commodity rates	1009	To Havana and Cuban outports
From Chicago, Ill., Milwaukee, Wis., Dubuque, Iowa, Peoria and Springfield, Ill., Indianapolis, Ind., St. Louis, Mo., Cincinnati, Ohio, Louisville, Ky., Evansville, Ind., Cairo, Ill., Detroit, Mich., LaCrosse, Wis., and Winona, Minn.		
Local, joint, and proportional class and commodity rates	1011	To shipside—Key West, Fla., for export to Havana, Cuba
From Key West, Fla.		
Class and commodity rates	1012	To Havana and Cuban outports
From Chicago, Peoria, Ill., St. Louis, Mo., Milwaukee, Wis., Indianapolis, Ind., Cincinnati, Ohio, Detroit, Mich., Cairo, Ill., and Winona, Minn.		
Classes and commodities	1016	To shipside—Algiers, Gretna, La., Mobile, Ala., Pensacola, Fla., Galveston, Tex., Gulfport, Miss., New Orleans, La., Port Arthur, Tex.

GULF FOREIGN FREIGHT COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Gulf Ports in Louisiana, Texas and Mississippi; also Key West, Fla. (Import)		
Local, joint and proportional class and commodity rates	1017	To Illinois, Indiana, South Dakota, Colorado, Kansas, Iowa, Wisconsin, Ohio, Minnesota, Pennsylvania, New Mexico, Kentucky, Arkansas, Missouri, Wyoming, North Dakota, New York, Michigan, Nebraska, New Jersey, Massachusetts, Oklahoma, Utah, and Canada
From Cincinnati, Ohio, Jeffersonville, New Albany, Ind., on traffic Originating at Points in Indiana, Kentucky, Michigan, New York, etc.		
Classes and commodities (export), to Europe, Asia, and Africa	1018	Shipside—New Orleans, La., Mobile, Ala., Port Chalmette, La.
From Chicago, Ill., Kansas City, St. Louis, Mo., Omaha, Neb., St. Paul, Minn., and Other Producing Points in Arkansas, Colorado, Texas, Iowa, Kansas, Ohio, Indiana, Kentucky, Illinois, Wisconsin, South Dakota, and Missouri		
Local, joint and proportional Tariff on Packing House Products	1019	To Gulf Ports (Export)
From Arkansas, Illinois, and Indiana		
Oil, Petroleum, and its Products	1020	To Gulf ports for export

DESCRIPTION OR NAME OF TARIFF	SECTION	APPLIES Things as noted
Between St. Louis, Mo., and East St. Louis, Ill.		
Local, joint, and proportional commodity rates	501	And Peoria, Pekin, Springfield, and Jacksonville, Ill. Also between Peoria, Ill., and Springfield, Ill.
Between St. Louis, Mo., and East St. Louis, Ill.		
Local, joint, and proportional class and commodity rates	502	And Alton, Ill.
From Bay View, Wis., Chicago, Ill., Gary, Ind., Joliet, Ill., Milwaukee, Wis., and Moline, and South Chicago, Ill.		
Local, joint, and proportional rates on Rails, Steel Crossties, Rail-Fastenings, C.L.	502	To Southern Illinois also Paducah, Ky.
Between Chicago, Ill., Milwaukee, Wis., Rockford, Ill., Waukesha, Wis., and Waukegan, Ill.		
Local, joint, and proportional commodity rates	503	And St. Louis, Mo., and Springfield, Ill.
Between		
Local and joint commodity rates	504	Bettendorf, Iowa, Carbon Cliff, Ill., Davenport, Iowa, East Moline, Moline, Rock Island, Sears, and Silvis, Ill.
Between Aurora, Ill., Burlington, Ia., Canton, Ill., Clinton and Davenport, Ia., De Kalb, Deering, and Dixon, Ill., Dubuque, Ia., East Moline and Elgin, Ill., Fort Madison, Ia., Freeport, Fulton, Galena, Galesburg, and Galva, Ill., Hannibal, Mo., Joliet, and Keithsburg, Ill., Keokuk, Ia., La Salle, Ill., Louisiana, Mo., Moline and Monmouth, Ill., Muscatine, Ia., Ottawa, Ill., Princeton, Ia., Quincy, Rockford, Rock Island, Savanna, etc.		
Local and joint class rates	505	And points in Illinois, Indiana, Iowa, and Missouri
Between Chicago, Ill., Milwaukee, Wis., and Peoria, Ill.		
Local, joint, and proportional class and commodity rates	506	And Cairo, East St. Louis, Gale, East Hannibal, and Thebes, Ill.
Between Chicago, Ill.		
Local and joint commodity rates	507	And Aurora, Ill.

ILLINOIS FREIGHT COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Chicago, Ill.		
Local and joint commodity rates	508	And Joliet, Ill.
From Chicago and Dekalb, Ill., Madison and Milwaukee, Wis., Rockford and Sterling, Ill., Watertown, Wis., and Waukegan, Ill.		
Local, joint, and proportional commodity rates	509	And Bloomington, Champaign, Danville, Dwight, Gilman, Hoopeston, LaSalle, Mendota, Peoria, Pontiac, and Streator, Ill., also between the above stations and points taking same rates
From Chicago, Ill., Whiting, Ind., St. Louis, Mo., and East St. Louis, Wood River, Casey, Robinson, Bridgeport, Lawrenceville, Odin, and Sandoval, Ill.		
Local, joint, and proportional rates on Asphalt, Asphaltum, Petroleum Road Oil, Petroleum Tailings, Petroleum Pitch, Tar, Asphaltic and Petroleum Pitch, Asphaltic	511	To points in Illinois, Iowa, Indiana, Kentucky, Missouri, and Wisconsin
From Dill, Dodgeville, Janesville, La., Fargo, Madison, Wis., Millbrig, Ill., Milwaukee, Monroe, Monticello, Platteville, and Prairie du Chien		
Classes (all-rail and lake-and-rail)	512	To points in Illinois, Indiana, Iowa, Kentucky, Missouri and Wisconsin
Between Brookport, Cairo, Gale, Golconda, Joppa, Metropolis, Mound City, Mounds, Thebes, Ill., and Paducah, Ky.		
Classes and commodities	513	Stations in Illinois, Indiana, Iowa, Missouri, and Wisconsin
Table Of Distances		
	514	Between points in Illinois

LOUISVILLE FREIGHT TARIFF BUREAU, LOUISVILLE, KY.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Ohio and Mississippi River Points, Lexington and Frankfort, Ky., St. Louis, Mo., East St. Louis and Belleville, Ill., Memphis, Tenn., etc.		
Joint, local and proportional class rates (Southeastern Class Tariff)	1	To points in Kentucky, Tennessee, Virginia, Mississippi, Alabama, Georgia, South Carolina, and Florida
From Ohio and Mississippi River Points, Lexington and Frankfort, Ky., St. Louis, Mo., East St. Louis and Belleville, Ill., Memphis and Nashville, Tenn., etc.		
Joint, local, and proportional commodity rates (Southeastern Commodity Tariff, Part I)	2	To points in Kentucky, Tennessee, Virginia, Mississippi, Alabama, Georgia, South Carolina, and Florida
From Ohio and Mississippi River Points, Lexington and Frankfort, Ky., St. Louis, Mo., East St. Louis and Belleville, Ill., Memphis and Nashville, Tenn., New Orleans, La., etc.		
Joint, local, and proportional commodity rates (Southeastern Commodity Tariff, Part II)	3	To points in Kentucky, Tennessee, Virginia, Mississippi, Alabama, Georgia, South Carolina, and Florida
From Ohio and Mississippi River Crossings and Related Points		
Southeastern Short Roads Basing Tariff Basis for Constructing Through Rates on Classes and Commodities	4	To local and junction points in the southeast
From Ohio River Crossings, St. Louis, Mo., and Memphis and Nashville, Tenn.		
Joint, local, and proportional class and commodity rates (Interior Mississippi Valley Southbound Tariff)	5	To interior Mississippi Valley common and junction points
From Ohio River Crossings, St. Louis, Mo., and Memphis and Nashville, Tenn.		
Joint, local, and proportional class and commodity rates (Mississippi River Points Tariff)	6	To points in Alabama, Florida, Kentucky, Louisiana, Mississippi, and Tennessee
From New Orleans, and Port Chalmette, La., Gulfport, Miss., Mobile, Ala., Pensacola, Fla., and Helena, Ark.		
Joint, local, and proportional class and commodity rates (Gulf Points-Mississippi Valley Tariff)	7	To Mississippi Valley points (Tariff No. 7)

LOUISVILLE FREIGHT TARIFF BUREAU, LOUISVILLE, KY.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From New Orleans and Port Chalmette, La.		
Joint and local class and commodity rates (Nashville, Chattanooga & St. Louis Ry. Local Points Tariff)	9	To points on Nashville, Chattanooga & St. Louis Ry.
From Points in Kentucky and Tennessee		
Rates on Clay (Clay Tariff)	10	To points north, east, south and west in the United States and Canada
Between Points in Ohio, Indiana, and Kentucky		
Joint, local, and proportional class and commodity rates (Kentucky Junction Points Tariff)	11	And Kentucky Junction points
From Ohio and Mississippi River Crossings		
Basis for constructing through class and commodity rates (via rail and water) (Tampa Tariff)	12	To Tampa, Fla.
From Ohio River Crossings, St. Louis, Mo., Memphis, Tenn., and New Orleans and Port Chalmette, La.		
Local, joint, and proportional class and commodity rates (Tennessee Central Local Points Tariff)	13	To local points on Tennessee Central R.R.
From Southeastern and Carolina Points		
Joint commodity rates (Southeastern-Cuban Tariff)	15	To Key West and Port Tampa, Fla., Mobile, Ala., and New Orleans, La., and to shipside for export to Cardenas, Cienfuegos, Havana, Manzanillo, Matanzas, Santiago, etc., Cuba
From Ohio and Mississippi River Crossings		
Joint, local, and proportional rates on Petroleum and its Products (Petroleum Tariff)	16	To points in Alabama, Arkansas, Florida, Georgia Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia
From Southern Producing Points		
Local, joint, and proportional rates on Pig Iron (Pig Iron Tariff)	18	To northern, southern, eastern, and western points

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Interior Mississippi Valley Common and Junction Points		
Joint, local, and proportional class and commodity rates (Interior Mississippi Valley Northbound Tariff)	29	To Ohio River Crossings, St. Louis, Mo., Memphis, and Nashville, Tenn., Springfield, Peoria, Peoria, and Chicago, Ill., and Milwaukee, Wis.
From Ohio and Mississippi River Crossings, Nashville, Tenn., Vicksburg, Miss., and Gulf Ports		
Commodities (Florida Commodity Tariff)	30	To points in Florida
From Ohio and Mississippi River Crossings, Nashville, Tenn., and Related Points		
Classes and Commodities (Ohio River-South Atlantic Ports Export Tariff)	21	To South Atlantic Ports for export
From Points in Alabama, Arkansas, Kentucky, Louisiana, Mississippi, and Tennessee		
Joint, local, and proportional rates on Lumber, and articles taking same rates or arbitraries higher (Mississippi Valley-Ohio River Lumber Tariff)	22	To Ohio River Crossings, St. Louis, Mo., East St. Louis and Belleville, Ill., and to points in Alabama, Illinois, Kentucky, Mississippi, and Tennessee
From Southern Producing Points		
Local, joint, and proportional rates on Cast Iron Pipe and Fittings (Cast Iron Pipe Tariff)	23	To northern, southern, eastern, and western points
From Ohio and Mississippi River Crossings, Nashville, Tenn., Vicksburg, Miss., and Gulf Ports		
Classes and Commodities (Alabama Tennessee & Northern Local Points Tariff)	24	To local stations on Alabama, Tennessee & Northern Railroad
From Mississippi Valley Points		
Classes and Commodities (Mississippi Valley Gulf Points Tariff)	25	To Gulf ports and Mississippi River points south of Memphis, Tenn.
From Points in Alabama, Arkansas, Louisiana, Mississippi, and Tennessee		
Local, joint, and proportional rates on Cottonseed Oil, Cottonseed Oil Foots, Cottonseed Oil Sediment (Cottonseed Oil Tariff)	27	To northern, eastern, southern, and western points

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Private Car Rules, etc.		
Joint, local, and proportional tariff, showing rentals, charges, rules, and regulations, on freight cars of private ownership	28	
From Ohio and Mississippi River Crossings, New Orleans, La., and Vicksburg, Miss.		
Household Goods Tariff, Household Goods, C.L.	29	To Southeastern and Mississippi Valley points
From Ohio and Mississippi River Crossings, Nashville, Tenn., Birmingham, Ala., Mobile, Ala., Chicago, Ill., Milwaukee, Wis., Peoria, Ill., Springfield, Ill., Indianapolis, Ind.		
Illinois Central Railroad Local Point Tariff, Classes	30	To local points on the Illinois Central R. R. (Southern Lines), and C. M. & G. R. R.
From Ohio and Mississippi River Crossings, Nashville, Tenn., Chicago, Ill., Milwaukee, Wis., Peoria, Ill., Springfield, Ill., Indianapolis, Ind.		
Illinois Central Railroad Local Points Commodity Tariff, Commodities	32	To local points on Illinois Central R. R. (Southern Lines) and C. M. & G. R. R.
From Ohio and Mississippi River Crossings and Nashville, Tenn.		
Illinois Central Railroad Local Points Grain Tariff, Grain, Grain Products and Hay	33	To local points on the Illinois Central Railroad (Southern Lines)
Between Ohio and Mississippi River Crossings, Nashville, Tenn., Birmingham, Ala., Chicago, Ill., Milwaukee, Wis., Omaha, Neb., Sioux City, Iowa, Sioux Falls, S.D., Peoria, Ill., Springfield, Ill., Indianapolis, Ind.		
Yazoo & Mississippi Valley Railroad Local Points Class Tariff, Classes	34	And local points on the Yazoo & Mississippi Valley Railroad
From Ohio and Mississippi River Crossings, Nashville, Tenn., Chicago, Ill., Milwaukee, Wis., Peoria, Ill., Springfield, Ill., Indianapolis, Ind.		
Yazoo & Mississippi Valley Railroad Local Points Commodity Tariff, Commodities	35	To local points on the Yazoo & Mississippi Valley Railroad

LOUISVILLE FREIGHT TARIFF BUREAU, LOUISVILLE, KY.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Ohio and Mississippi River Crossings and Nashville, Tenn., To Local Points on the Yazoo & Mississippi Valley Railroad, and other Points, and From Y. & M. V. R. R. Local Stations To Baton Rouge, La., Memphis, Tenn., and New Orleans, La.		
Yazoo & Mississippi Valley Railroad Local Points Grain Tariff, Grain, Grain Products, and Hay	36	
From Points in Alabama, Kentucky, Mississippi, and Tennessee		
Joint and proportional class and commodity rates (Eastbound Tariff)	38	To points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Dominion of Canada
From Ohio and Mississippi River Crossings, Gulfport, Miss., Port Chalmette, La., and Related Points		
Origin Basis Book, Basis for rates on Classes and Commodities	39	To points in Alabama, Florida, Georgia, Kentucky, Mississippi, South Carolina, Tennessee and Virginia
From New Orleans, La., and Points Taking Same Rates		
Sugar Tariff, Sugar	40	To points in Alabama, Georgia, Tennessee, Kentucky, Virginia, Mississippi, South Carolina, North Carolina, Florida, and Louisiana
Between Southern Points Between Which No Rates are in Effect; Also Between Southern Points and Points North, East, South and West, Between Which No Through Rates are in Effect		
Combination rates, rules for constructing, Classes and Commodities	44	
From Ohio and Mississippi River Crossings		
Joint, local, and proportional class and commodity rates (Carolina Tariff)	45	To local and junction points in Georgia, North Carolina, South Carolina, Tennessee, and Virignia
From Chase, Decatur, New Decatur, Florence, Huntsville, Riverton, Sheffield, and Tuscumbia, Ala., etc.		
Joint, local, and proportional class and commodity rates (Decatur-Florence-Huntsville Tariff)	46	To points in Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, South Carolina, Tennessee, and Virginia

LOUISVILLE FREIGHT TARIFF BUREAU, LOUISVILLE, KY.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Southern Producing Points		
Local, joint, and proportional rates on Manufactured Iron and Steel Articles (Manufactured Iron Tariff)	47	To northern, southern, eastern, and western points
From Memphis and Binghampton, Tenn.		
Local, joint, and proportional class and commodity rates (Memphis Eastbound Tariff)	48	To points in Canada, Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia
From Memphis and Binghampton, Tenn.		
Local, joint, and proportional commodity rates (Memphis Northbound Tariff)	49	To points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, South Dakota, and Wisconsin
From Memphis, Tenn., Binghampton, Tenn., and L. & N. R. R. Stations, Helena and West Helena, Ark.		
Local, joint, and proportional rates on Lumber, etc. (Memphis Lumber Tariff)	50	To points in Canada, Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, M chigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin
From Memphis, Tenn., and Binghampton, Tenn.		
Local, joint, and proportional rates on Lumber (Staves and Headings, (Memphis Reshipping Tariff)	51	To points in Canada, Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Wisconsin
Applying on Traffic moving over two or more railroads, and entirely within the State of Mississippi		
Local distance class and commodity rates (Mississippi Intrastate Tariff)	52	

LOUISVILLE FREIGHT TARIFF BUREAU, LOUISVILLE, KY.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Missouri River Crossings, Chicago, Ill., and Milwaukee, Wis., to Local Points in Mississippi Valley Territory And From Gulf & Ship Island Railroad Stations, to Chicago, Ill., Kansas City, Mo., Milwaukee, Wis., and Omaha, Neb.		
Classes and commodities (Missouri River-Mississippi Valley Tariff)	53	
From Ohio and Mississippi River Crossings, Chicago, Ill., Indianapolis, Ind., Milwaukee, Wis., Nashville, Tenn., Peoria, Ill., and Springfield, Ill.		
Class (Mississippi Valley Local Points Class Tariff)	54	To local points in Mississippi Valley Territory
From Ohio and Mississippi River Crossings, Chicago, Ill., Indianapolis, Ind., Milwaukee, Wis., Nashville, Tenn., Peoria, Ill., and Springfield, Ill.		
Commodities (Mississippi Valley Local Points Commodity Tariff)	55	To local points in Mississippi Valley Territory
From Gulfport, Miss., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette, La., and Vicksburg, Miss.		
Joint, local, and proportional class and commodity rates (Mississippi Valley-Carolina Tariff)	56	To local and junction points in Georgia, North Carolina, South Carolina, Tennessee, and Virginia
From Points in Alabama, Kentucky, Louisiana, Mississippi, and Tennessee		
Joint, local, and proportional rates on Lumber (Mississippi Valley-Middle States Lumber Tariff)	57	To points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Ontario, Can., Pennsylvania, West Virginia, and Wisconsin
From Points in Iowa, Kansas, Missouri, and Nebraska		
Joint and proportional class and commodity rates (Missouri-Mississippi River Points Tariff)	58	To points in Alabama, Arkansas, Louisiana, Mississippi, and Tennessee
From Kansas City, Mo., Omaha, Neb., and Points Taking Same Rates		
Grain, Grain Products and Feed (Missouri River-Mississippi Valley Grain Tariff)	59	To points in Alabama, Kentucky, Louisiana, Mississippi, and Tennessee

LOUISVILLE FREIGHT TARIFF BUREAU, LOUISVILLE, KY.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Illinois, Indiana, Iowa, Kansas, Missouri, Nebraska, and Wisconsin		
Joint and proportional class rates (N. C. & St. L. Ry. Tariff)	60	To points on Nashville, Chattanooga & St. Louis Ry.
From Points in Illinois, Indiana, Iowa, Kansas, Missouri, Nebraska, and Wisconsin		
Joint and proportional commodity rates (N. C. & St. L. Ry. Tariff)	61	To points on Nashville, Chattanooga & St. Louis Ry.
From Gulf Ports, also Common and Local Points in the States of Alabama, Louisiana, and Mississippi		
Local, joint, and proportional rates on Naval Stores (Naval Stores Tariff)	62	To Ohio and Mississippi river crossings, Memphis and Nashville, Tenn., and northern, southern, and western points
From Missouri River Crossings, Minneapolis, Minnesota Transfer, St. Paul, Minn, Sioux Falls, S.D.		
Packing House Products (Packing House Products Tariff)	63	To points in Alabama, Kentucky, Louisiana, Mississippi, and Tennessee
Between Paducah, Ky.		
Joint and local class and commodity rates (Paducah Tariff)	64	And Cincinnati, Ohio, Evansville, Ind., Henderson, Ky., Jeffersonville, Ind., Louisville, Ky., New Albany, Ind., and Owensboro, Ky.; also from Paducah to Lexington, Ky.
From Alton and Wood River, Ill.		
Joint and proportional rates on Petroleum and its Products (Petroleum Tariff)	65	To points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Missouri, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia
Between Points in Missouri, Kansas, Nebraska, and Iowa (Missouri River Crossings)		
Joint and proportional class and commodity rates (Proportional Tariff)	66	And Points in Illinois, Indiana, and Tennessee
From Memphis, Tenn., Helena, West Helena, Ark., and Binghampton, Tenn.		
Lumber and articles taking same rates or arbitraries higher (Memphis Western Lumber Tariff)	67	To western points

LOUISVILLE FREIGHT TARIFF BUREAU, LOUISVILLE, KY.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From, To and Between Points in Kentucky and Tennessee		
Manure, other than Bird, dog or Fowl (Manure Tariff)	68	
From Ohio and Mississippi River Crossings		
Tennessee River Points Tariff	69	To landings on the Tennessee River
From Ohio and Mississippi River Crossings, Gulf Ports, Chicago, Ill., Indianapolis, Ind., Milwaukee, Wis., Nashville, Tenn., Peoria, Ill., Springfield, Ill.		
Classes and Commodities (Mississippi Valley Short Roads Tariff) (Inbound)	71	To local points on short roads in Mississippi Valley Territory
From Local Points on Short Roads in Mississippi Valley Territory		
Classes and commodities (Mississippi Valley Short Roads Tariff) (Outbound)	72	To Ohio and Mississippi River Crossings, Gulf Ports, Chicago, Ill., Indianapolis, Ind., Milwaukee, Wis., Nashville, Tenn., Peoria, Ill., Springfield, Ill.
Commodity Basis Tariff		
Basis for commodity rates on Brick, Cement, Chert, Clay Products, Dolomite, Grain, Grain Products, Gravel, Lime, Live Stock, Lumber and Forest Products, Iron Ore, Petroleum, Petroleum Products, Plaster, Sand, Shale, Slag and Stone, carloads, where Specific Commodity Rates are not published	75	
Basis		
Basis for constructing through rates from Ohio and Mississippi River Crossings (Southeastern Basis Book)	76	Local and junction points in Georgia, Alabama, Florida, North Carolina, South Carolina, Tennessee, and Virginia
From Southeastern and Carolina Points		
Commodities (General Export Tariff)	77	To Gulf, Florida, South Atlantic, Carolina and Virginia ports, for export

LOUISVILLE FREIGHT TARIFF BUREAU, LOUISVILLE, KY.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Gulf, Florida, South Atlantic, Carolina and Virginia Ports		
General Import Tariff	78	To southern and eastern points
From New York, Philadelphia, Baltimore, Albany, and Syracuse Rate Points and Points in New York, Pennsylvania, Maryland, New Jersey, Delaware, West Virginia, and District of Columbia		
Class rates (Southeastern Mississippi Valley Class Tariff)	79	To local and junction points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, Tennessee, and Virginia
From Points in Alabama, Kentucky, Louisiana, Mississippi and Tennessee		
Lumber and articles taking same rates or arbitraries higher (Mississippi Valley-Western Lumber Tariff)	80	To western points
From Ohio and Mississippi River Crossings and Nashville, Tenn. To Local Points in Mississippi Valley Territory And From Evanston, Silver Creek, Union, Miss., and Gulf, Mobile and Northern R.R. Stations To Ohio and Mississippi River Crossings and Nashville, Tenn.		
Class and commodities (Mississippi Valley Local Points Tariff) *(Untreated Rates Series)	82	
From Chicago, Ill., Milwaukee, Wis., Peoria, Ill., Springfield, Ill., Indianapolis, Ind., and Alton, Ill. To Points in Alabama, Kentucky, Louisiana, Mississippi and Tennessee Also From Evanston, Silver Creek, Union, Miss., and Gulf, Mobile and Northern R.R. Stations To Chicago, Ill., Milwaukee, Wis., Peoria, Ill., Springfield, Ill., Alton, Ill., and Indianapolis, Ind.		
Classes and commodities (Chicago-Mississippi Valley Local Points Tariff, *(Untreated Rates Series)	83	
From Missouri River (Fertilizer and Packing House Products Only), St. Louis, Mo., Chicago, Ill., Milwaukee, Wis., Streator, Ill., Peoria, Ill., Dubuque, Iowa, Davenport, Iowa, Burlington, Iowa, Springfield, Pana, Alton, Ill., Indianapolis and Terre Haute, Ind.		
Classes and commodities (St. Louis-Chicago-N. C. & St. L. Ry. Tariff) *(Untreated Rate Series)	84	To N. C. & St. L. Ry. local stations

*Untreated rates are such as have not been fully revised to eliminate Fourth Section violations.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Buffalo-Pittsburgh Territory		
Classes and commodities (Buffalo-Pittsburgh Tariff) *(Untreated Series)	85	To southeastern points
From Connellsville-Johnstown-Altoona-Cumberland Territory		
Classes and commodities (Johnstown-Cumberland Tariff) *(Untreated Rate Series)	86	To southern points
From Mobile and Gulf Ports		
Joint, local, and proportional class and commodity rates (Southeastern Tariff)	87	To points in Kentucky, Tennessee, Virginia, Mississippi, Alabama, Georgia, South Carolina, and Florida
From Northern and Western Points		
Locomotives and Tenders (Western Locomotive Tariff)	89	To southern points
From New York, Philadelphia, Baltimore, Albany, and Syracuse Rate Points and Points in New York, Pennsylvania, Maryland, New Jersey, Delaware, District of Columbia, and West Virginia		
Commodity rates (Southeastern Mississippi Valley Commodity Tariff)	90	To local and junction points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, Tennessee, and Virginia
From New York, Philadelphia, Baltimore, Johnstown, and Points in Pennsylvania, Delaware and Maryland		
Rails (New), Iron or Steel, Crossties, Railway Track Material	91	To local and junction points in Alabama, Florida, Georgia, Louisiana, Mississippi, and Tennessee
From Buffalo—Pittsburgh Territory		
Classes and Commodities (Buffalo-Pittsburgh Tariff)	92	To southeastern points
From Johnstown—Cumberland Territory		
Classes and Commodities (Johnstown-Cumberland Tariff)	93	To southern points

*Untreated rates are such as have not been fully revised to eliminate Fourth Section violations.

LOUISVILLE FREIGHT TARIFF BUREAU, LOUISVILLE, KY.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Ohio and Mississippi River Crossings, Nashville, Tenn., and Gulf Ports		
Grain and Grain Products (Southeastern Grain Tariff)	94	To points in Kentucky, Tennessee, Viriginia, Mississippi, Alabama, Georgia, South Carolina and Florida (See also Southeastern Basis Book and Southeastern Short Roads Basing Tariff
From Central Freight Association Territory		
Classes and Commodities (C.F.A.-South Atlantic Ports Export Tariff)	95	To South Atlantic ports for export
From Points in Defined Territories South of the Ohio and East of the Mississippi Rivers		
Joint and proportional class and commodity rates (Louisiana Tariff)	96	To points in Louisiana
From Cincinnati, Ohio		
Minimum proportional rates on Corn and Oats, C.L., and rules relating thereto (Cincinnati Reshipping Grain Tariff)	97	To Mississippi river points and Gulf ports
From Louisville, Ky., and New Albany, Ind.		
Minimum proportional rates on Corn and Oats, C.L., and rules relating thereto (Louisville Reshipping Grain Tariff)	98	To Mississippi river points and Gulf ports
From Memphis, Tenn., St. Louis, Mo., East St. Louis, Ill., and Cairo, Ill.		
Joint, local, and proportional rates on Grain, Grain Products, Feed	99	To Mississippi Valley points (Memphis Re-Shipping Grain Tariff)
Between Southern Points		
Live Stock(Tariff of Rules)	100	
From Eastern Cities and Interior Eastern Points, Including New England Territory		
Classes and Commodities (Eastern Cities, South bound Tariff) (Untreated Rate Series)	105	To Southern points

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Buffalo-Pittsburgh Territory		
Petroleum and its Products (Buffalo-Pittsburgh Petroleum Tariff)	106	To southern points
From Buffalo-Pittsburgh, Johnstown-Cumberland Territories		
Cement (Pittsburgh-Johnstown Cement Tariff)	107	To southern points
From Buffalo-Pittsburgh, Johnstown-Cumberland Territories		
Brick, Fire Clay and Tank Blocks (Pittsburgh-Johnstown Brick Tariff)	108	To southern points
From Louisiana & Arkansas Railway Stations		
Lumber and articles taking same rates or arbitraries higher (L. & A. Ry.-C.F.A. Lumber Tariff)	109	To points north of the Ohio River, and points in Missouri, Iowa and Canada
From Southern Producing Points		
Iron and Steel Articles (Iron Export Tariff)	110	To Texas, Gulf, Florida, South Atlantic, Carolina and Virginia Ports for Export
Between Ohio River Crossings, Nashville and West Nashville, Tenn.		
(Green-Barren Rivers Points Tariff)	111	And Landings on Green and Barren Rivers
Between Points in Territory South of the Ohio and Potomac Rivers and East of the Mississippi River; also From, To and Between Points on Southern Ry. (St. Louis-Louisville Division)		
Joint Tariff on Locomotives and Tenders on their own wheels	113	
From Cairo, Ill.		
Egg Case Material in shook form, C.L. (Egg Case Material Tariff No. 2)	115	To points in Alabama, Georgia, Kentucky, Ohio, and Tennessee
Between Cedar Rapids, Fort Dodge, Sioux City, Iowa, Sioux Falls, S.D.		
Classes and Commodities (Missouri River-Mississippi Valley Junction Points Tariff)	116	And Mississippi Valley Junction points

NATIONAL PERISHABLE FREIGHT COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
At and From Points in the United States		
Local, joint, and proportional rates, rules and regulations governing the handling of perishable freight (Perishable Protective Tariff No. 1)	1	To points in the United States and Dominion of Canada

NEW ORLEANS FREIGHT TARIFF BUREAU, NEW ORLEANS, LA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From New Orleans and Port Chalmette, La.		
Joint and local rates on Sugar, Molasses, and Syrup (Sugar, Molasses, and Syrup Tariff)	†	To points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Wisconsin, and Wyoming
From New Orleans and Port Chalmette, La., Gulfport, Miss., Mobile, Ala., and Pensacola, Fla.		
Joint and local rates on Tropical Fruit (Tropical Fruits' Tariff)	†	To points in Alabama, Arkansas, Canada, District of Columbia, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Tennessee, Virginia, West Virginia, Wisconsin, and Wyoming
From New Orleans and Port Chalmette, La.		
Joint and local class and commodity rates (Northbound Tariff)	†	To points in Illinois, Ohio, Tennessee, Iowa, Kentucky, Wisconsin, and Missouri
From New Orleans and Port Chalmette, La.		
Joint and proportional class and commodity rates (Eastbound Tariff)	†	To points in Eastern Canada, Toronto, Can., Maryland, Massachusetts, New York, Pennsylvania, and West Virginia
From New Orleans and Port Chalmette, La.		
Fruits and Vegetables (Domestic Fruit and Vegetable Tariff)	†	To eastern cities, Central Freight Association and Western Trunk Line points
Between New Orleans, La., Bayou Sara, La., North Baton Rouge, Baton Rouge, La.		
Classes and commodities (New Orleans-Baton Rouge Tariff)	†	
Miscellaneous Charges		
Demurrage, Storage and Handling Charges on Cotton and Cotton Linters at Louisiana Ports	†	
Territorial Directory, Etc.		
Territorial Directory. List of Stations in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, New York, Ohio, Pennsylvania, South Dakota, West Virginia, and Wisconsin	†	

†Does not run in series number.

NORTH PACIFIC COAST FREIGHT BUREAU, SEATTLE, WASH.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Points in Oregon, Washington, and British Columbia		
Local, joint and proportional class and commodity rates	1	North and west of Portland, Ore., and the Cascade Mountains
Between Points in Washington, Oregon, and California		
Local, joint, and proportional class and commodity rates	2	And Oregon, Washington, Idaho, and British Columbia
Between Points in Washington, Oregon, Idaho, and British Columbia (North, East and West of Portland, Oregon)		
Joint Commodity Tariff	5	And points in Oregon (South of Portland, Oreg.)
Between Portland, Oreg., Tacoma, Seattle, Everett, Bellingham, and Spokane, Wash.		
Petroleum and its Products, local, joint and proportional rates on	14	And stations in Oregon, Washington, Idaho, and British Columbia
Between Stations on Lines of Camas Prairie R.R., C. M. & St. P. Ry., Great Northern R.R., Inland Empire R.R., Northern Pacific Ry., Oregon Trunk Ry., Oregon-Washington R.R. & Navigation Co., in Washington, Oregon, Idaho and British Columbia		
Fuel Wood, Pulp Wood, and Wood Bolts; local and joint commodity and distance rates on	15	
At Astoria and Portland, Oreg., Seattle and Tacoma, Wash.		
Handling, loading, unloading, wharfage and storage of all freight	18	
Between Points in Washington, Oregon, Idaho, and British Columbia		
Local, joint, and proportional rates on Live Stock	19	
Between Washington, Oregon, Idaho, and British Columbia		
Local and joint rates on Live Stock	20	And Montana, North Dakota, and South Dakota

NORTH PACIFIC COAST FREIGHT BUREAU, SEATTLE, WASH.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Points in Oregon and Washington		
Local and joint Tariff on Sand, Gravel, and Stone	25	
Estimated Weights		
Estimated weights for Fuse, High Explosives, and Powder	26	
Demurrage Charges		
Demurrage charges on cars held at Ports of Interchange in Washington and Oregon, for delivery to water carriers	28	

PACIFIC FREIGHT TARIFF BUREAU, SAN FRANCISCO, CAL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Exceptions		
To Western Classification	1	
Between California, Nevada, Oregon		
Commodities; also Basis for making through class and commodity rates	1	And Idaho, Oregon, and Washington
Between Points in California, Nevada, Utah, and Oregon		
Joint class and commodity rates	2	And points in Idaho, Montana, North Dakota, and South Dakota
Circular		
Showing estimated weights to be used when no facilities are provided for obtaining actual weight	3	
Between Points in Arizona, California, Nevada, and Oregon, also El Paso, Tex.		
Joint class and commodity rates	4	And points in Nevada
Between Points in Arizona, California, Nevada, Oregon, New Mexico, and Texas		
Joint commodity rates	6	And points in Oregon, Washington, and British Columbia
Between Points in California, Nevada, and Oregon		
Local, joint, and proportional class and commodity rates	7	And points in California and Nevada
Between Points in California, Nevada, Utah, Oregon, and Washington, also Mexico		
Joint class and commodity rates	8	And points in Arizona, and other points on Arizona Eastern R.R., and Atchison, Topeka & Santa Fe Ry.

PACIFIC FREIGHT TARIFF BUREAU, SAN FRANCISCO, CAL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Eastern Points		
Classes and commodities	9	To Emplame, Guaymas and Mazatlan, Mex.
Between Points in Arizona, California, and New Mexico, also El Paso, Tex.		
Local, joint, and proportional class and commodity rates	11	And Arizona, New Mexico, and Texas
Between Points in Arizona, Colorado, Idaho, New Mexico, California, Nevada, Utah, Texas, and Wyoming		
Joint class and commodity rates	13	And points in California and Nevada
From S. P. R. R. of Mexico		
Commodities	14	To eastern points
Between Points in Arizona, California, Nevada, New Mexico, Oregon, and Texas		
Local, joint, and proportional class and commodity rates	16	And Petaluma & Santa Rosa R. R. and N. W. P. R. R. points
Standard Containers for Fruit and Vegetables		
Specifications for Standard Railroad Containers for the Transportation of Fruits and Vegetables	17	
Between California, Nevada, Oregon, and Utah Points		
Commodities	20	And S. P. R. R. of Mexico points
From Arizona, California, Nevada, New Mexico, and Utah		
Exhibits	21	To Los Angeles, Oakland, Riverside, San Francisco, Cal.
Between California Common Points, and Other Points in California, Nevada, and Utah		
Joint class and commodity rates	23	And points in Montana, Idaho, Utah, Oregon, and Wyoming

PACIFIC FREIGHT TARIFF BUREAU, SAN FRANCISCO, CAL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Points in California, Nevada, Oregon, and Utah		
Joint class and commodity rates	24	And points in California
Between Points in Arizona, California, Nevada, and Oregon		
Joint class and commodity rates	26	And points in Arizona, New Mexico, and Texas
Between California, Arizona, Nevada, New Mexico, Oregon, and Utah Points		
Classes	28	And McCloud River R.R. points
Between Arizona, California, Nevada, Oregon, and Utah		
Commodities	29	And Mexico
Between Points in Arizona, California, Nevada, Oregon, and Utah		
Local, joint, and proportional class and commodity rates	30	And points in Nevada, New Mexico, and Oregon
Between Points in Arizona, California, Nevada, New Mexico, Oregon, Texas, and Utah		
Joint class and commodity rates	31	And points in California
At Points on Lines of Bullfrog, Goldfield R.R., Las Vegas & Tonopah R.R., Tonopah and Goldfield R.R., and Tonopah & Tidewater R.R.		
Local and joint tariff naming Terminal Charges, Absorptions, Rental Charges of Private Car Lines, and other charges and privileges	32	
From Points in California, Nevada, and Utah		
Local and joint rates on Ore, Concentrates, Bullion, Copper Matte, Precipitates, Sulphurets, Slag, Ore Slunes	33	To points in New Mexico, Colorado, California, Texas, Arizona, Utah, and Nevada
Between Points on Atchison, Topeka & Santa Fe, Southern Pacific Lines, and Western Pacific Ry.		
Joint class and commodity rates	34	And various western points

PACIFIC FREIGHT TARIFF BUREAU, SAN FRANCISCO, CAL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between California Points		
Commodities	35	And O. S. L. R.R. points and O. W. R. & N. R.R. points in Idaho and Oregon
Between Points in Arizona, California, Nevada, New Mexico, and Oregon, also El Paso, Tex.		
Local, joint, and proportional class and commodity rates	38	And points on Sunset Ry.
From Points in California		
Joint rates on Dried Fruits, Fresh Fruits and Vegetables	39	To points in Canada
On Traffic From or To Water Carriers at Ports in California		
Local and joint class and commodity rates	42	
Between Points in California, Nevada, and Utah		
Joint and proportional class and and commodity rates	44	And points in California, Nevada, and Oregon
Between Points in California and Nevada		
Joint class and commodity rates	45	And points in Nebraska, South Dakota, Montana and Wyoming
From Points in California, Nevada, New Mexico, Oregon, and Washington		
Joint and proportional rates on Lumber and Its Products	48	To points in Arizona, California, New Mexico, Utah, and Texas, etc.
From Points in California		
Joint rates on Fresh Fruits and Vegetables	50	To Tacoma and Seattle, Wash., and Vancouver, B. C.
Between Points in California, Nevada, Oregon, and Utah		
Local and joint class and commodity rates	51	And Utah common points, also other points in Utah, Colorado, and Wyoming

PACIFIC FREIGHT TARIFF BUREAU, SAN FRANCISCO, CAL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From California, Nevada, Oregon, and Utah		
Lumber and Products	53	To California, Idaho, Montana, Oregon, Utah, and Wyoming
Between San Francisco, San Pedro, Cal. (Originating at or Destined To Asiatic Points, etc.)		
Commodities	54	And Utah, Wyoming, and Colorado
Between California and Nevada		
Classes	55	And N. C. N. G. R.R. points
From Points in California, Arizona, and Nevada		
Local and joint rates on Fresh Fruits and Vegetables	58	To points in Colorado, Utah, Idaho, Wyoming, Oregon, Montana, North Dakota, and South Dakota
Between Arizona, New Mexico, and Texas		
Commodities	59	And Mexico
From Points in Arizona and California		
Joint rates on Fresh Fruits and Vegetables	60	To points in Idaho, Montana, North Dakota, Oregon, South Dakota, Washington, and Wyoming
From El Paso (Originating in Mexico)		
Commodities	64	To Cananea, Emplame, Guaymas, Sonora, Mex.
Between California and Oregon		
Fruits, Fresh Fruits, and Vegetables, viz.: Potatoes and Onions	65	And points on the A. T. & S. F. R.R. in California
Between Arizona and California		
Commodities	66	And Cananea, Mex., and S. P. R. R. of Mexico points

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Mexico		
Commodities	67	To El Paso, Tex.
Between Points in California, Nevada, and Oregon		
Joint class and commodity rates	71	And points in Nevada
Between California, Oregon, and Nevada		
Commodities	74	And Nevada Copper Belt Railroad
From N. P. Ry. and O. W. R. & N. Lines Points		
Lumber, etc.	79	And N. W. P. R. R. points
Between Arizona Points		
Vegetables, viz.: Potatoes and Onions. (Distance Rates)	82	
From Arizona		
Milk, condensed	83	To Arizona points
Between Arizona Points		
Live Stock	84	
Between Arizona Points		
Class Rates	85	
Between Points in Arizona		
Local and joint rates on Live Stock, C.L.	87	And California
From Points in California		
Joint rates on Cement	88	To various western points

PACIFIC FREIGHT TARIFF BUREAU, SAN FRANCISCO, CAL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Jasper and Exchequer, Cal.		
Joint rates on Crushed Rock and Gravel	90	To Concord, Livermore, Oakland, Pleasanton, and Richmond, Cal.
Between Junction Points in Arizona		
Distance Table	92	
From Points in New Mexico		
Coal, C.L.	94	To California points
Between Points in California, Nevada, and Oregon		
Joint class and commodity rates	97	And points in California
From Redstone, Colo.		
Joint rates on Marble, Rough, C.L.	98	To points in California
From Points in Colorado and New Mexico		
Local, joint, and proportional rates on Coal, Coke, Coke Breeze, C.L.	100	To points in Arizona, Mexico, and New Mexico
From Salt Lake City and Fire Clay, Utah		
Joint rates on Tube Mills, Pulverisers	102	To Tucson and Deming, N. Mex.
From A. T. & S. F. R. R. Points in Arizona		
Lumber and its Products	103	To S. P. R. R. points in Arizona
From Points in Nevada and Utah on L. A. & S. L. R. R.		
Sheep, C.L.	112	To points in Arizona on A. T. & S. F. Ry.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From California Points		
Acid, Sulphuric, Glycerine, and Alcohol	113	To El Paso, Tex.
From S. D. & A. Ry. Points		
Lemons	114	To El Paso, Tex.
Between California, Nevada, Oregon, Utah, and Washington		
Commodities	116	And A. E. R. R. points in Arizona
From C. W. R. R. & N. Co., N. W. P. R. R. Points		
Lumber	117	To Arizona, California, Nevada, New Mexico, Utah, and El Paso, Tex.
From Arizona Eastern R. R., A. T. & S. F. Ry. Stations in Idaho, Montana, Oregon, Utah, and Wyoming		
Cotton Seed Cake, Cotton Seed Meal, and articles taking same rates	119	To points on O. S. L. R. R. in Idaho, Montana, Oregon, Utah, and Wyoming
Between Arizona, California, Nevada, and New Mexico		
Classes and commodities	120	And Riverside, Rialto and Pacific R. R.
From California and Nevada		
Fruits, Fresh, and Vegetables	126	To Idaho and Utah points
Between California, Nevada, Oregon, and Washington Points		
Class and commodity	128	And T. C. & G. B. R. R. points
From Idaho, Oregon, Utah, and Washington Points		
Apples, Fresh	130	To Arizona, California, New Mexico, and El Paso, Tex.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Arizona, California and New Mexico, and A. T. & S. F. R. R.		
Commodities	131	And San Diego and Arizona R. R. points in California
From California Points		
Commodities	133	To A. S. R. R. points in Arizona
From Points in Arizona		
Cereals and Products, Flour and Grain	136	To points in Arizona
From Points on A. T. & S. F. Ry. in California		
Commodities	144	To points on Fresno Interurban Railway
From Midvale, Utah		
Iron and Steel Articles	145	To points in the Orient and Australia
Between Points in California on Calif. Sou. Ry.		
Commodities	147	And points in California and Nevada on A. T. & S. F. Ry., and L. A. & S. L. R. R.
Between Southern Pacific Railroad Points		
Class rates	148	And McCloud River Railroad points
Between Colorado, Idaho, Montana, Nevada, Wyoming, and Utah Points		
Classes and commodities	149	And Nevada points from Nevada Northern
Between Points in California, on California Western R. R. & Nav. Co.		
Commodities	153	And California points
Between S. M. V. R. R. and S. P. R. R. Points in California		
Live Stock	154	And A. & N. M. Ry., and E. P. & S. W. Ry. points in New Mexico, and El Paso, Tex.

PACIFIC FREIGHT TARIFF BUREAU, SAN FRANCISCO, CAL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Empalme, Guaymas, and Hermosillo, Mex.		
Fruits, Citrus	155	To points in Canada
From Virginia and West Virginia		
Coke	159	To Guaymas, Sonora, Mex.
From Millers, Nev.		
Second Hand Machinery	160	To Arizona points on E. P. & S. W. R. R., and Southern Pacific R. R.
From Magna, Utah		
Boilers, C.L.	162	To Gallup, N.M.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Suffolk, Va.		
Joint rates on Fruit, Berry, and Vegetable Baskets and Crates (Fruit, Berry, and Vegetable Basket and Crate Tariff)	†	To eastern points (via Norfolk, Pinners Point, or Portsmouth, Va.)
From Points in Virginia, North Carolina, and South Carolina		
Local and joint rates on Cigars, Cigarettes, Cheroots, Smoking and Plug Tobacco (Southern Tobacco Tariff)	†	To points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia
From Points in North Carolina, South Carolina, Tennessee, and Virginia		
Joint and proportional rates on Cheroots, Cigarettes, Cigars, Tobacco (Western Tobacco Tariff)	†	To points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska New York, North Dakota, Ohio, Pennsylvania, South Dakota, West Virginia, and Wisconsin
From Points in North Carolina and Virginia		
Joint rates on Cigars, Cheroots, Cigarettes, Tobacco (Eastern Tobacco Tariff)	†	To eastern cities and interior eastern, New England, and Canadian points (via rail and water)
From Points in Georgia, North Carolina, South Carolina, and Virginia		
Joint and local rates on Cotton and Knitting Factory Products (all rail)	†	To Eastern and Virginia cities and points in Connecticut, Delaware, Kentucky, Maine, Maryland, Massachusetts, New Jersey, New Hampshire, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia, also points in the District of Columbia and Dominion of Canada
From Points in Georgia, North Carolina, South Carolina, and Virginia		
Joint and local rates on Cotton Factory Products, Knitting Factory Products (via rail and water)	†	To Eastern Cities and interior eastern points, also points in the Dominion of Canada
From Points in North Carolina and South Carolina		
All-rail joint and local rates on Cottonseed Meal, Cottonseed Hulls, Oil Cake (Carolina Cottonseed Products Tariff)	†	To Eastern cities and interior points, also to points in the District of Columbia and Dominion of Canada

†Does not run in series number.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Baltimore, Md.		
Joint, local, and proportional rates on Fertilizers and Material (via water and rail)	†	To local and junction points in the south and southwest
From Acme, Navassa, and Wilmington, N. C.		
Joint, local, and proportional rates on Fertilizers, etc.	†	To local and junction points in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Virginia, etc.
From Wilson, N. C.		
Joint and local rates on Fertilizers (Wilson Fertilizer Tariff)	†	To points in North Carolina, South Carolina, Georgia, Florida, and Virginia
From Points in Virginia		
Joint, local, and proportional rates on Fertilizer, Fertilizer Materials, Pyrites (Virginia Cities Fertilizer Tariff)	†	To local and junction points in the South and Southwest
From Points on Washington and Old Dominion Ry.		
Joint and proportional rates on Grain, Grain Products, Hay, etc.	†	To points in Florida, Georgia, North Carolina, South Carolina, and Virginia
From Petersburg, Va.		
All-rail joint commodity rates on Scrap Iron, C. L.	†	To points in Maryland and Pennsylvania
From Points in Virginia and North Carolina		
All-rail, all-water, and rail-and-water, local and joint rates on Peanuts (Eastern Peanut Tariff)	†	To Interior eastern, New England, and Canadian points
From Points in Virginia and North Carolina		
Local, joint, and proportional rates on Peanuts (Southern and Western Peanut Tariff)	†	To southern, western, and northern points

†Does not run in series number.

RICHMOND FREIGHT TARIFF BUREAU, RICHMOND, VA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Alexandria, Va., Baltimore, Md., Brooklyn, N. Y., Edgewater and Jersey City, N. J., New York, N. Y., Philadelphia, Pa., Washington, D. C., and Yonkers, N. Y.		
Joint commodity rates on Sugar (Carolina Sugar Tariff all-rail)	†	To points in Virginia, North Carolina, and South Carolina
From Alexandria, Va., Baltimore, Md., Boston, Mass., Brooklyn, N. Y., Edgewater and Jersey City, N. J., New York, N. Y., Philadelphia, Pa., Providence, R. I., Washington, D. C., and Yonkers, N. Y.		
Joint commodity rates on Sugar all-rail (Eastern Cities Sugar Tariff)	†	To local and junction points in the South and Southwest
From Lynchburg, Newport News, Norfolk, Petersburg, Pinners Point, Portsmouth, Richmond, Roanoke, South Richmond, Suffolk, West Norfolk, and West Point, Va.		
Sugar, Beet or Cane, in cartons or bags, in barrels or boxes, in double bags or in bulk in barrels, C. L. (Virginia Cities Sugar Tariff)	†	To local and junction points in the South and Southwest
From Virginia and North Carolina Points		
Iron and Steel Railway Track Material, C. L. (Rail and Railway Track Material Tariff)	†	To Southern Points
From New York, N. Y., Philadelphia, Pa., Baltimore, Md., Washington, D. C., Alexandria, Va., and Interior Eastern Points		
All-rail joint class and commodity rates	†	To local and junction points in the South and Southwest
From Boston, Mass., Providence, R. I., New York, N. Y., Philadelphia, Pa., Baltimore, Md. Washington, D. C., Alexandria, Va., and Interior Eastern Points		
Joint class and commodity rates (via water and rail)	†	To local and junction points in the South and Southwest
From Boston. Mass., Providence, R. I., New York, N. Y., Baltimore, Md., Washington. D. C., Philadelphia. Pa., Alexander, Va., and interior Eastern Points		
Joint class and commodity rates	†	To Carolina Territory (via water and rail)

†Does not run in series number.

RICHMOND FREIGHT TARIFF BUREAU, RICHMOND, VA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in North Carolina, South Carolina, Virginia, and West Virginia		
Joint class and commodity rates (Virginia-Carolina-Louisiana Tariff)	†	To points in Louisiana
Between Charlotte, N. C.		
Joint, local, and proportional class and commodity rates (Charlotte Tariff)	†	And points in Georgia, North Carolina, South Carolina, and Virginia
From Points in Virginia		
Local, joint, and proportional class and commodity rates (Virginia Cities Class and Commodity Tariff)	†	To local and junction points in the South and Southwest
From B. & O. R. R. Stations		
Lime, C. L.	†	To Atlanta, Ga.
From Virginia Gateways		
Basing rates on petroleum and petroleum products (Petroleum Basing Tariff)	†	To Carolina and Southern points
From Virginia Cities		
Petroleum and petroleum Products (Petroleum and Petroleum Products Tariff)	†	To Southern Points
From Virginia Cities		
Petroleum and petroleum Products (Petroleum and Petroleum Products Tariff)	†	To Carolina Points
From Virginia Cities		
Clay Products (Clay Products Tariff)	†	To Southern Points

†Does not run in series number.

RICHMOND FREIGHT TARIFF BUREAU, RICHMOND, VA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Eastern Producing Points		
Slate and Slate Products	†	To Carolina and Southern Points
From New York Salt Wells		
Salt, C. L.	†	To Carolina Territory
Between Durham, N. C.		
Classes and Commodities (Durham Tariff)	†	And Carolina Points
From Eastern Points		
Rails and Railway Track Material (all rail) (Rail and Railway Track Material Tariff)	†	To Southern points
From Luke, Md., and Piedmont, W. Va.		
Paper, C.L. (Luke, Md., and Piedmont, W. Va. Paper Tariff)	†	To Carolina territory
From N. Y. P. & N. R. R. Stations		
Potatoes, C.L.	†	To Carolina and southern points
From Chester, Philadelphia, and Norristown, Pa.		
Toilet Paper and Paper Towels	†	To Carolina territory
From Pennsylvania Points		
Machinery and Iron and Steel Articles (Machinery and Iron and Steel Tariff)	†	To Louisville, Ky.
From Points in Maine and Canada		
Canned Fish and Sardines (Canned Fish and Sardine Tariff)	†	To southern points

† Does not run in series number.

RICHMOND FREIGHT TARIFF BUREAU, RICHMOND, VA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Chesapeake Western Ry. and Valley Railroad of Virginia Stations		
Fruits and Vegetables (Fruit and Vegetables Tariff)	†	To southern points
From Interior Eastern Points		
Cement, C.L.	†	To Carolina and southern points
From Western Maryland Railway Points		
Apples, C.L.	†	To southern points
From Emmittsburg Railroad, Philadelphia & Reading Railway and Western Maryland Railroad Stations		
Grain, Grain Products, Hay, Straw, Shucks and Fodder	†	To Carolina territory
From Williamsburg, Pa.		
Lime, C.L.	†	To North Birmingham, Ala.
From Points in Maryland, New Jersey and West Virginia		
Potatoes, C.L.	†	To Key West, Fla. (when for export to Cuba)
From Cumberland Valley Railroad Stations		
Grain, Grain Products, Hay, Straw, Shucks and Fodder	†	To Carolina territory
From Baltimore & Ohio Railroad Stations		
Lime and Ground Limestone	†	To Carolina territory
From Baltimore & Ohio Railroad, Chesapeake Western Railway and Western Maryland, Railway Stations		
Grain, Grain Products, Hay, Straw, Shucks, and Fodder	†	To Carolina territory

†Does not run in series number.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Baltimore & Ohio Railroad Stations		
Apples, C.L.	†	To southern points
From Baltimore, Md.		
Petroleum and Petroleum Products (rail-and-water)	†	To southern points
From Petersburg, Va.		
Classes and Commodities (Petersburg, Va., Northbound Port Tariff)	†	To eastern cities
From Buffalo-Pittsburgh-Connellsville, Altoona Territory, etc.		
Classes and Commodities (Buffalo-Pittsburgh Carolina Tariff)	†	To Carolina territory
From New England Points		
Classes and Commodities (all rail)	†	To Norfolk & Western Railway points
From Eastern Points		
Fertiliser and Fertiliser Material (Eastern Cities Fertiliser Tariff)	†	To Carolina and southern points
From Eastern Cities and Interior Eastern Points		
Commodities (all rail) (Eastern Cities Southeastern Points Tariff No. 1)	†	To southern points
From Eastern Cities, Interior Eastern and New England Points		
Classes and Commodities (all rail) (Eastern Cities Carolina Tariff)	†	To Carolina territory
From Eastern Producing Points		
Locomotives and Tenders	†	To southern points

†Does not run in series number.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Carolina Territory		
Classes and commodities (Carolina Westbound Tariff)	*	To western points
Between Seaboard Air Line Railway Stations		
Cotton (Charlotte Concentration Tariff)	*	And Southern Railway stations
From Eastern Cities		
Sugar, C.L. (Eastern Cities Carolina Sugar Tariff) (rail and water	†	To Carolina territory
From Eastern Cities		
Sugar, C.L. (Eastern Cities Southern Sugar Tariff) (rail and water)	†	To southern points
From Eastern and Buffalo-Pittsburgh Producing Points		
Rails and Railway Track Material (Carolina Rail and Railway Track Material Tariff) (all rail)	†	To Carolina territory
From South Carolina Points		
Vegetables and Canteloupes (South Carolina Eastbound Vegetable Tariff)	†	To Carolina and eastern points
From Carolina Territory		
Forest Products (Carolina Western Lumber Tariff)	†	To western points
From Buffalo-Pittsburgh Territory		
Classes and commodities (Buffalo-Pittsburgh-Louisiana Points Tariff)	†	To Louisiana points

†Does not run in series number.

RICHMOND FREIGHT TARIFF BUREAU, RICHMOND, VA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Eastern Cities, Interior Eastern and New England Points		
Classes and commodities (Eastern Cities Carolina Tariff) (rail and water)	†	To Carolina territory
From Carolina and Virginia Points		
Furniture and Furniture Stock (Carolina - Virginia Furniture Tariff)	†	To eastern, southern, and western points
From Eastern Cities, Interior Eastern and New England Points		
Commodities (Eastern Cities Miscellaneous Commodity Tariff)	†	To southern points
From Interior Eastern Points		
Brick and Fire Clay, C.L. (Carolina and Southeastern Brick Tariff)	†	To Carolina and southern points
From Wilmington, N.C.		
Petroleum and Petroleum Products (Wilmington Petroleum Tariff)	†	To Carolina points
From Eastern and Buffalo-Pittsburgh Producing Points		
Petroleum and Petroleum Products (Southbound Petroleum Tariff)	†	To Carolina and southern points
From Hartsville, S.C.		
Paper Cones and Tubes (Hartsville Paper Cone and Tube Tariff)	†	To eastern, southern, and western points
From Eastern Cities and Interior Eastern Points		
Classes and commodities (Eastern Cities, Kentucky, Virginia, and West Virginia Tariff) (rail and water)	†	To Norfolk & Western Railway and Virginia Railway stations

†Does not run in series number.

RICHMOND FREIGHT TARIFF BUREAU, RICHMOND, VA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Georgia, North Carolina, South Carolina, and Virginia		
Lumber and Forest Products (Carolina Eastern Lumber Tariff)	†	To points in Canada, Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia
From Baltimore & Ohio R.R., and Western Maryland R.R. Stations		
Peaches, C.L. (Southern Peach Tariff)	†	To southern points
From Petersburg, Va.		
Joint Class Tariff (Petersburg Northbound Class Tariff) (all rail)	†	To interior eastern points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia
From Georgia, North Carolina, South Carolina, and Virginia		
Joint class and commodity tariff (Eastbound Carolina Class and Commodity Tariff) (rail and water)	†	To eastern, interior eastern and New England points
From Georgia, North Carolina, South Carolina, and Virginia		
Joint and local tariff on Cotton Sweepings, Motes, and Card Strippings (Carolina Cotton Sweepings Tariff) (all rail and rail and water)	†	To eastern and Virginia cities, and interior eastern points
Between		
Joint class and commodity tariff (North Carolina Joint Tariff) (Intrastate)	†	Stations in North Carolina

†Does not run in series number.

SOUTHERN CLASSIFICATION COMMITTEE, ATLANTA, GA.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Exceptions		
Exceptions to the Southern Classification	1	
From Points in Florida, Georgia, South Carolina, North Carolina, and Virginia		
Specifications of Standard Containers for Fresh Fruits and Vegetables, also Loading Rules	†	

†Does not run in series number.

SOUTHWESTERN FREIGHT BUREAU, ST. LOUIS, MO.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Official List of Open and Prepay Stations		
	†	On lines named, in United States, Canada, and Mexico
Exceptions to Western Classification and Rules and Conditions		
	1	On traffic originating at or destined to points in Louisiana and Texas, also Texarkana, Ark.-Tex.
Territorial Directory. List of Stations in Various States and Dominion of Canada		
	1	To and from points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas, also Texarkana, Ark.-Tex., and the Republic of Mexico
From Points in Carolina, Chicago, Cincinnati, Dayton-South Bend, Detroit-Cleveland, Fox River, Little Rock-Fort Smith, Louisville, Macon, Memphis, Middlesborough, Milwaukee, Nashville, Omaha-Davenport, Pittsburgh, Raleigh, and St. Louis Territories, and from Sioux City, Ia.		
Local, joint, and proportional class and commodity rates	1	To points in Texas
Switching Rates		
	1	Between railroads, industries, and public and private switches in St. Louis, Mo., and East St. Louis, Granite City, Madison, and Venice, Ill.
Southwestern Lines' Mileage Table		
	1	Showing mileages to be used for arriving at freight rates on traffic moving between points in Oklahoma and points in Texas, also Texarkana, Ark.-Tex.
Oklahoma Lines' Mileage Table		
	1	Showing mileages to be used in arriving at rates on traffic moving wholly between points in Oklahoma
Exceptions to Western Classification		
	2	On traffic originating at or destined to points in Arkansas, Louisiana, Missouri, and Oklahoma

†Does not run in series number.

SOUTHWESTERN FREIGHT BUREAU, ST. LOUIS, MO.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Southwestern Lines' Mileage Tariff		
	2	Showing mileages to be used in arriving at class rates between points in Louisiana; also between points in Louisiana and points in Arkansas, including Texarkana, Ark.-Tex.
From Points in Carolina, Chicago, Cincinnati, Dayton-South Bend, Detroit-Cleveland, Fox River, Kansas Groups 1, 2, and 3, Kansas City, Little Rock-Fort Smith, Louisville, Macon, Memphis, Middlesborough, Milwaukee, Nashville, Omaha-Davenport, Pittsburgh, Raleigh, and St. Louis Territories, also from Washington, D. C., and Points in Florida, Minnesota, North Dakota, and South Dakota		
Local, joint, and proportional class and commodity rates	2	To Houston and Galveston, Tex., and points taking same rates
Exceptions to Western Classification		
	3	On traffic originating at or destined to points in Oklahoma
From Acme, Agatite, and Plasterco, Tex., and Points in Oklahoma		
Local, joint, and proportional rates on Cement-Plaster	3	To interstate points
From Memphis, Tenn., Texarkana, Ark.-Tex., and Points in Arkansas, Louisiana, Missouri, and Oklahoma		
Oil, Cottonseed, etc.	4	To interstate points
From Stations in Arkansas		
Classes and commodities (Arkansas Freight Distance Tariff)	5	To Stations in Arkansas
From Baltimore, Md., Boston, Mass., Hagerstown, Md., New York, N. Y., Philadelphia, Pa., and Points in Alabama, Connecticut, Delaware, District of Columbia, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia		
Joint class and commodity rates (via all-rail Atlantic and Gulf ports)	5	To points in Arkansas, Oklahoma, and Missouri

SOUTHWESTERN FREIGHT BUREAU, ST. LOUIS, MO.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Arkansas, Louisiana, and Texas		
Local, joint, and proportional class and commodity rates	6	To points in Colorado, New Mexico, and Wyoming
From Points in Texas		
Local, joint, and proportional rates on Live Stock, C.L.	7	To Arkansas City and Atchison, Kan., Chicago, Ill., Cincinnati, Ohio, Council Bluffs, Ia., Denver, Colo., East St. Louis, Ill., El Reno, Okla., Indianapolis, Ind., Kansas City, Mo., Leavenworth, Kan., Louisville, Ky., Memphis, Tenn., New Orleans, La., Oklahoma City, Okla., Omaha, Neb., St. Joseph and St. Louis, Mo., Shawnee, Okla., Shreveport, La., South Omaha, Neb., Vicksburg, Miss., Wichita, Kan., and points taking same rates or basing thereon
Between New Orleans, La., and Points in Arkansas, Louisiana, and Mississippi		
Local, joint, and proportional class and commodity rates	8	And points in Texas
From Atlantic Seaboard and Virginia Cities		
Joint class and commodity rates	9	To points in Oklahoma; also commodity rates from points in Oklahoma to Seaboard territory (via Atlantic ports and Gulf routes)
From Texas Points		
Ores, etc.	10	To Interstate points
From Texas Producing Points		
Local, joint, and proportional rates on Cotton Fabrics, and other Cotton Mill Products	11	To points in Alabama, Arkansas, Connecticut, Delaware, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Virginia, Wisconsin, and District of Columbia
From Texas Points		
Local, joint, and proportional rates on Cottonseed, Cottonseed Products, Inedible Tallow	12	To St. Louis and defined territories; also from Alabama, Louisiana, Mississippi, Missouri, North Carolina, Tennessee, and Texas

SOUTHWESTERN FREIGHT BUREAU, ST. LOUIS, MO.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Texas Producing Points		
Local, joint, and proportional rates on Domestic Fruits, Melons, Vegetables	13	To interstate points
From Points in Colorado, Nebraska, New Mexico, and Wyoming		
Local, joint, and proportional class and commodity rates	14	To points in Arkansas and Texas
Between Carolina, Chicago, Cincinnati, Dayton-South Bend, Detroit-Cleveland, Louisville, Macon, Memphis, Middlesborough, Minneapolis-St. Paul, Nashville, Peoria, Pittsburgh, Raleigh, and St. Paul Territories, and Points taking Arbitraries Higher, also Atlantic Coast Port Cities. Virginia Cities,		
Local, joint, and proportional class and commodity rates	15	And Points in Oklahoma
From Points in Texas and Oklahoma		
Local, joint, and proportional rates on Wool, Hides, Pelts, Skins, Inedible Tallow	16	To points in Chicago, Fox River, Kansas City, Little Rock-Fort Smith, Louisville, Memphis, Milwaukee, New Orleans, Omaha-Davenport, and St. Louis territories, and points in Alabama, Connecticut, Delaware, District of Columbia, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and Dominion of Canada
Between Points in Idaho, Montana, Oregon, Utah, and Wyoming		
Local, joint, and proportional class and commodity rates	17	And points in Arkansas, Louisiana, and Texas
From Points in Arkansas and Oklahoma		
Coal, Coal Briquettes, and Coke	19	To Points in Arkansas, Louisiana, Mississippi, New Mexico, and Texas
From Points in Texas		
Local, joint, and proportional class and commodity rates	20	To Chicago, Fox River, Kansas City, Kansas Groups 1, 2, and 3, Little Rock-Fort Smith, Louisville, Memphis, Milwaukee, Minneapolis-St. Paul, Omaha-Davenport, Peoria, and St. Louis territories and points taking arbitraries higher

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Points in Arkansas, Louisiana, and Mississippi		
Local, joint, and proportional class and commodity rates	21	And points in Texas
From St. Louis, Kansas City, and North Kansas City, Mo., Memphis, Tenn., Anthony, Ellsworth, Hutchinson, Kanapolis, Kansas City, Kingman, Little River, Lyons, Solomon, and Sterling, Kan., Avery, Cypremort, New Iberia, New Orleans, Pine Prairie, Salt Mine, and Weeks, La., Vicksburg, Miss., and Points in Illinois, Indiana, Michigan, Minnesota, New York, Ohio, and Wisconsin		
Local, joint, and proportional export rates on Salt	22	To points in Texas
From Points in Texas		
Joint, local, and proportional rates on Grain, Hay, Meal, Broom Corn, Castor Beans, Corn Husks, Beet Pulp (Dried), Linseed Cake, Seeds, Straw	23	To St. Louis and Kansas City, Mo., Denver, Colo., New Orleans, La., Memphis, Tenn., Shreveport, La., Vicksburg, Miss., Little Rock, Ark., Chicago, Ill., Louisville, Ky., Milwaukee, Wis., and points taking same rates and differentials higher, and Kansas Groups 1, 2, and 3, Fox River, and Omaha-Davenport territories
From Louisiana Points; also Jackson, Meridian, Vicksburg, Miss., and Points on A. & V. Ry		
Grain, Grain Products, Seeds, and Hay	25	To points in Texas
Also from Baton Rouge, La., Memphis, Tenn., Natchez, Miss., New Orleans, La., and Vicksburg, Miss.		
On Peanut Shells, etc.	25	To points in Texas
Between Points in Oklahoma		
Local, joint, and proportional class and commodity rates	26	And points in Texas, also Texarkana, Tex.-Ark.
From Beaumont, Clinton, Fidelity, Galveston, Harrisburg, Houston, Houston Heights, Orange, Port Arthur, Port Bolivar, Port Houston, Port Neches, Terminal Junction, Texas City, Texas City Junction, and West Port Arthur, Tex.		
Local, joint, and proportional commodity rates	27	To various points

SOUTHWESTERN FREIGHT BUREAU, ST. LOUIS, MO.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Texarkana, Tex.-Ark., and Points in Arkansas and Texas		
Local, joint, and proportional class and commodity rates	28	And New Orleans, La., Vicksburg, Miss., and points in Alabama, Louisiana, and Mississippi
Between Points in Texas, Oklahoma, and Louisiana		
Local, joint, and proportional rates on Live Stock	29	And points in Arkansas, Colorado, Illinois, Iowa, Kansas, Louisiana, Mississippi, Missouri, Nebraska, New Mexico, Oklahoma, Tennessee, and Texas
From Points in Texas		
Joint and proportional class and commodity rates	30	To New York, N. Y., and points in Seaboard territory
From Acme, Eldorado, Ideal, Okeene, Olustee, and Southard, Okla.		
Cement Plaster	31	To Points in Texas
From Points in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Minnesota, Missouri, Nebraska, New Mexico, North Dakota, South Dakota, Tennessee, Wisconsin, and Wyoming		
Local, joint, and proportional rates on Alfalfa Meal, Beet Pulp (Dried), Corn Husks, Grain, Hay, Linseed Cake, Seeds, Straw, and articles taking same rates	32	To points in Texas, also on Malt, Malt Sprouts, and Cerealine to points in Oklahoma
From Points in Arkansas, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, Oklahoma, Tennessee, Texas, and Wisconsin		
Local, joint, and proportional rates on Packing-House Products, Fresh Meats, Fertilizers, also Butter, Eggs, etc.	33	To interstate points
From Points in Arkansas, Missouri, and Oklahoma (Including Junction City, La.)		
Local, joint, and proportional class and commodity rates	34	To points in Cairo, Chicago, Cincinnati, Davenport, Des Moines, Esterville, Kansas City, Kansas Groups 1, 2, and 3, Louisville, Milwaukee, Minneapolis-St. Paul, Omaha-Davenport, and St. Louis territories, and to Memphis, Tenn., Sioux City, Ia., and points in Alabama, Colorado, Connecticut, Indiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, Wyoming, and the Dominion of Canada

SOUTHWESTERN FREIGHT BUREAU, ST. LOUIS, MO.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Arkansas, Louisiana, Oklahoma, and Texas		
Local, joint, and proportional rates on Petroleum and its Products, including Asphalt, Asphaltum, Axle Grease, etc.	35	To points in Alabama, Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New York, North Dakota, Oklahoma, Ohio, Pennsylvania, South Dakota, Tennessee, Texas, Wisconsin, and Dominion of Canada
From Points in Illinois, Ohio, Indiana, Kentucky, Tennessee, Texas, Wisconsin, Louisiana, Maryland, Missouri, Pennsylvania, Mississippi, Alabama, Georgia, Virginia, and West Virginia		
Local, joint, and proportional rates on Coal, Coke, Lignite, C.L.	36	To points in Texas and Louisiana
From Points in Arkansas, Louisiana, and Texas		
Local, joint, and proportional rates on Molasses, Rice, Bran, Flour, Hulls, Polish, Straw, Sugar, Syrup	37	To points in Alabama, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, Wyoming, District of Columbia, and Dominion of Canada
From Points in Arkansas, Louisiana, Oklahoma, and Texas		
Local, joint, and proportional class and commodity rates	38	To points in Chicago, Cincinnati, Dayton-South Bend, Detroit, Cleveland, Fox River, Kansas City, Kansas Groups 1, 2, and 3, Little Rock-Fort Smith, Louisville, Memphis, Milwaukee, Nashville, Omaha-Davenport, Pittsburgh, and St. Louis territories.
Between Points in Oklahoma and Texas		
Local, joint, and proportional rates on Grain, Hay, Corn, Seeds	39	Also on Prepared Stock Feeds from Crowley and Lake Charles, La., to points in Oklahoma
From Cairo, East St. Louis, and Gale, Ill., Memphis, Tenn., Texarkana, Ark.-Tex., Thebes, Ill., Vicksburg, Miss., and Points in Arkansas, Louisiana, Missouri, and Oklahoma		
Local, joint, and proportional rates on Cottonseed, Cottonseed Products, Inedible Tallow	40	To interstate points

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Kansas City Territory and Kansas Groups 1, 2, and 3		
Local, joint, and proportional class and commodity rates	42	To points in Texas; also Shreveport, La.
From Points in Arkansas, Louisiana, and Texas		
Export, joint, local, and proportional rates on Cotton, Cotton Linters (in Bales)	43	To points in Arkansas, Connecticut, Delaware, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Dakota, Tennessee, Texas, Vermont, West Virginia, Wisconsin, and Dominion of Canada
Between Kansas City and St. Joseph, Mo., Atchison, Kan., Omaha, Neb., Council Bluffs, Ia., and Points Taking Same Rates		
Local and joint class and commodity rates	44	And points in Oklahoma
From Points in Atlanta-Knoxville, Birmingham-Chattanooga, Cairo, Chicago, Cincinnati, Davenport, Dayton-South Bend, Des Moines, Detroit-Cleveland, Estherville, Kansas City, Kansas Groups 1, 2, and 3, Louisville, Macon, Milwaukee, Minneapolis-St. Paul, Nashville, Omaha, Pittsburgh, and St. Louis Territories, and from Memphis, Tenn. and Sioux City, Ia.		
Local, joint, and proportional class and commodity rates	45	To points in Arkansas and Oklahoma, including Junction City, La.
From Mississippi and Missouri River Points, also Points in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Missouri, Nebraska, New Mexico, Ohio, Oklahoma, Tennessee, and Wyoming		
Local, joint, and proportional rates on Grain, Grain Products, Seeds, Hay, Straw, C.L.	47	To points in Louisiana
From Points in Arkansas, Louisiana, Missouri, Oklahoma, and Texas; also from Memphis, Tenn., and Natchez, Miss.		
Local and joint rates on Lumber	48	To points in Oklahoma

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between New Orleans, Baton Rouge, North Baton Rouge, La., Natchez and Vicksburg Miss., and Stations in Arkansas, Louisiana West of the Mississippi River **Also** **Between Points in Louisiana West of the Mississippi River, and Points in Louisiana West of the Mississippi River** **Also** **Between Points in Louisiana on La. Ry. & Nav. Co. East of the Mississippi River, and Points in Louisiana West of the Mississippi River** **Also** **Between Points in Louisiana West of the Mississippi River and Points of the L. R. & N. Co., East of the Mississippi River, and Points in Arkansas, including Texarkana, Tex.**		
Classes	49	
From Points in Alabama, Arkansas, Louisiana, Mississippi, Missouri, Oklahoma, and Texas, also from Cairo, Ill., and Memphis, Tenn.		
Local and joint rates on Lumber	50	To points in Arizona, Arkansas, Colorado, Iowa, Kansas, Missouri, Nebraska, New Mexico, South Dakota, Utah, and Wyoming
From Points in Kansas and Missouri		
Oil, Petroleum and its Products	51	To Points in Oklahoma
From Points in Arizona, Colorado, Kansas, New Mexico, Oklahoma, Texas, and Mexico		
Live Stock	52	To points in Colorado, Iowa, Kansas, Nebraska, New Mexico, Oklahoma, and Texas
From Points in Arizona, Colorado, Kansas, New Mexico, Oklahoma, Texas, and Mexico		
Live Stock	53	To points in Colorado, Idaho, Iowa, Montana, Nebraska, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming
Between Points in Oklahoma		
Local and joint class and commodity rates	55	
From Points in Arkansas, Louisiana, Missouri, Oklahoma, and Texas, and from Brookport and Cairo, Ill., Memphis, Tenn., Paducah, Ky., and Joppa, Karnak, and Thebes, Ill.		
Local, joint, and proportional rates on Lumber	56	To points in Arizona, Arkansas, Colorado, Iowa, Kansas, Missouri, Nebraska, New Mexico, Utah, and Wyoming

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Arkansas, Louisiana, Oklahoma, and Texas		
Glass and Glassware	57	To interstate points
From Points in Carolina, Chicago, Cincinnati, Dayton-South Bend, Detroit-Cleveland, Fox River, Kansas City, Kansas Groups 1, 2, and 3, Little Rock-Fort Smith, Louisville, Macon, Memphis, Middlesborough, Milwaukee, Nashville, Omaha-Davenport, Pittsburgh, Raleigh, and St. Louis Territories		
Local, joint, and proportional class and commodity rates	58	To points in Arkansas, Louisiana, Oklahoma, and Texas
Between New Orleans, La., and Points in Alabama, Arkansas, Louisiana, and Mississippi		
Local, joint, and proportional class and commodity rates	59	And points in Oklahoma
From Interstate Points		
Classes and commodities	60	To points in New Mexico, Oklahoma, and Texas
From Points in Arkansas, Louisiana, Missouri, Oklahoma, and Texas		
Local and joint rates on Cottonseed Oil, Foots, Soap Stock, Tank Bottoms	62	To points in Colorado, Illinois, Iowa, Kansas, Kentucky, Minnesota, Missouri, Nebraska, Ohio, South Dakota, Texas, Utah, and Wisconsin
From Points in Arkansas, Louisiana, Mississippi, Missouri, Oklahoma, and Texas; also Memphis, Tenn.		
Local, joint, and proportional rates on Lumber	63	To points in Texas and Mexico
From New York, N. Y., Boston, Mass., Providence, R. I., Philadelphia, Pa., Baltimore, Md., and Atlantic Seaboard Territory, also Georgia, Virginia, West Virginia, and North Carolina		
Joint class and commodity rates	64	To points in Arkansas, Louisiana, and Texarkana, Ark.-Tex.
From Anthony, Ellsworth, Hutchinson, Kanapolis, Little River, Lyons, and Sterling, Kan.		
Salt	65	To Arkansas, Missouri, Oklahoma, and Texas points

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Louisiana West of the Mississippi River and Texas to Baton Rouge, La., Memphis, Tenn., Natchez, Miss., New Orleans, La., Port Chalmette, La., and Vicksburg, Miss.		
Also		
Between Points in Arkansas, Louisiana, West of the Mississippi River, Oklahoma, and Texas on Interstate Traffic, and Points in Arkansas, Louisiana, West of the Mississippi River, Oklahoma, and Texas on Interstate Traffic		
Also		
Between Points in Louisiana West of the Mississippi River on Intrastate Traffic, and Points in Louisiana West of the Mississippi River on Intrastate Traffic		
Castor Beans	67	
Between Cairo, Chicago, East St. Louis, and Gale, Ill., Hannibal, Mo., Milwaukee, Wis., Quincy, Ill., St. Louis, Mo., and Thebes, Ill.		
Local, joint, and proportional class and commodity rates	68	And points in Missouri
From Points in Arkansas, Louisiana, Oklahoma, and Texas		
Commodities	69	To points in Montana
Between Monroe, La., and Winnfield, La.		
Commodities	71	
From Points in Oklahoma (On Interstate Traffic Only)		
Classes	72	To points in Oklahoma
From Points in Arkansas, Louisiana, Oklahoma, and Texas		
Local, joint, and proportional rates on Fruits, Berries, Melons, Vegetables	74	To points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Dakota, Tennessee, Vermont, Virginia, Wisconsin, and Dominion of Canada
From Arkansas, Louisiana and Texas Points and Dudley, Fisk and Poplar Bluff, Mo.		
Rice and Rice Products	75	To Arkansas, Louisiana, and Texas points

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Points in Arkansas, Louisiana, New Mexico, Oklahoma, Texas, Also Arkansas City, Wichita, and Wichita Union Stock Yards, Kan., Natchez and Vicksburg, Miss.		
Live Stock	76	And points in Arkansas, Louisiana, New Mexico, Oklahoma, Texas, also Arkansas City, Wichita and Wichita Union Stock Yards, Kans., Natchez and Vicksburg, Miss.
From Points in Arkansas, Louisiana, Missouri, Oklahoma, and Texas		
Lumber	77	To points in Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, North Dakota, South Dakota, and Wisconsin
From Points in Arkansas and Oklahoma		
Coal, Coal and Briquettes, Coke and Coke Breese	78	To points in Arkansas; also Junction City, La., and Cedars, Okla.
From Oklahoma Producing Points and Fort Smith, Ark.		
Oil, Petroleum and its Products, Asphalt, etc.	79	To interstate points
From Points in Oklahoma, Kansas, and New Mexico		
Export, joint, local, and proportional rates on Cotton, Cotton Linters	80	To points in Alabama, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Louisiana, Maine, Maryland, Massachusetts, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Utah, Vermont, Virginia, West Virginia, Wisconsin, Wyoming, and Dominion of Canada
From Points in Colorado, Idaho, Nebraska, New Mexico, Utah, and Wyoming		
Grain and Grain Products	81	To Galveston, Port Arthur, Port Bolivar, and Texas City Junction, Tex., New Orleans, La., etc. (for export)
Between Points in Alabama, Florida, Louisiana and Mississippi in New Orleans Territory		
Classes and commodities	82	And points in Arkansas, Missouri and Oklahoma

SOUTHWESTERN FREIGHT BUREAU, ST. LOUIS, MO.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between		
Local and joint rates on Coal, Coke, C.L.	83	Points in Oklahoma
From Points in Louisiana and Texas		
Fruits and Vegetables	84	To all points in the United States and Dominion of Canada
Between Points in Oklahoma and Points in Texas, Including Texarkana, Tex.-Ark.		
Cotton, Seed, etc., and Products	85	
From Beaumont, Clinton, Galveston, Houston, Orange, Port Arthur, Port Bolivar, Terminal Junction, Texas City, Texas City Junction, and West Port Arthur		
Fruits, tropical	89	To interstate points
From Points in Illinois, Indiana, Kansas, Kentucky, Missouri, Ohio, Oklahoma, Tennessee, and Wisconsin		
Local and joint rates on Portland, Hydraulic, and Paving Cement	90	To points in Arkansas, Louisiana, Mississippi, Missouri, Oklahoma, and Texas
From St. Louis, Chicago, and Points in Illinois, Indiana, Missouri, Michigan, Ohio and Wisconsin		
Salt	91	To points in Oklahoma
From Florida Producing Points		
Fruits and Vegetables	93	To points in Arkansas, Louisiana, Oklahoma, and Texas
From Defined Territories as Shown in S. W. Lines Territorial Directory No. 1 (Item 1555) Series; New Orleans, La., and Points Taking Same Rates as Shown in S. W. Lines Tariff No. 8 (Item 1440) Series; and Shreveport, La., and Points Taking Same Rates as Shown in S. W. Lines Tariff No. 24 (Item 1475) Series		
Joint class and commodity rates	95	To El Paso, Tex. and Group; also from El Paso and Group to New Orleans, La.

SOUTHWESTERN FREIGHT BUREAU, ST. LOUIS, MO.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Special Rules and Regulations, and Absorptions, Governing the Movement of Export and Import Traffic via Gulf Ports		
	96	
Between Arkansas, Louisiana, and Oklahoma Points on Interstate and Intrastate Traffic; Between Arkansas, Louisiana, Oklahoma, and Texas Points; also Between Oklahoma Points, and, Memphis, Tenn., Baton Rouge, La., New Orleans, La., and Natchez and Vicksburg, Miss.		
Manure, Animal	97	
Rules, Etc.		
Rules and regulations governing Cocoanut, Cottonseed, Copra, Peanut, and other Vegetable Oils, imported through Pacific Coast ports, stopped at St. Louis or East St. Louis for refining in transit, storage or barrelling and re-shipment to points beyond	98	
Between Points in Louisiana		
Cordwood, Fuel Wood, etc.	99	On intrastate and interstate traffic
From Points in Illinois and Kentucky		
Bituminous Coal and Briquettes	100	To East St. Louis, Dupo, Falling Springs, Granite City, Madison, National Stock Yards, Valley Junction, Venice, Vulcan, Ill., and St. Louis, Mo. and points taking same rates

SOUTHWESTERN FREIGHT BUREAU, ST. LOUIS, MO.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Oklahoma and Texas		
Cotton Seed, etc., and Products	101	To points in Colorado, Idaho, Montana, Oklahoma, Oregon, Utah, and Wyoming
From Bryanmound, Damon, Freeport, Gulf Hill, Tex.		
Sulphur and Brimstone	102	To intermediate points and points in Canada
Between Points in Arkansas, and also Between Points in Arkansas, Louisiana, Oklahoma, and Missouri, and Points in Louisiana, Oklahoma, Missouri, and Texas		
Classes	103	

TRANS-CONTINENTAL FREIGHT BUREAU, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Eastern Shipping Points		
Local, joint, import, export, and proportional class and commodity rates	1	To points in Arizona, California, Nevada, New Mexico, Oregon, and Utah
From Points in British Columbia, Idaho, Montana, Oregon, and Washington		
Local, joint, import, export, and proportional class and commodity rates	2	To points in United States and Canada
From California Terminals and Interior Points in Arizona, California, Nevada, New Mexico, Oregon, and Utah		
Local, joint, import, export, and proportional class and commodity rates	3	To points in United States and Canada
From Eastern Shipping Points		
Local, joint, export, import, and proportional class and commodity rates	4	To points in Oregon, Washington, British Columbia, Idaho, Montana, Utah, and Wyoming
From Points in Oregon, Washington, Idaho, and Montana		
Lumber, Shingles, etc.	16	To points in Eastern Canada
From Points in Oregon, Washington, Idaho, Montana, Alberta, and British Columbia		
Joint, proportional, and export rates on Lumber, Shingles, etc.	17	To points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia
From Points in Oregon, Washington, Idaho, Montana, Alberta, and British Columbia		
Local, joint, and proportional rates on Lumber, Shingles, etc.	18	To points in Arkansas, Colorado, Idaho, Kansas, Louisiana, Missouri, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, and Wyoming
From Points in California, Nevada, Oregon, and Utah		
Local, joint, and proportional rates on Lumber, Shingles, etc.	27	To points in United States and Canada

TRANS-CONTINENTAL FREIGHT BUREAU, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Points in Oregon, Washington, Idaho, Montana, Alberta, and British Columbia		
Local, joint, and proportional rates on Lumber, Shingles, etc.	28	To points in Arkansas, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Tennessee, and Wisconsin
From Points in the United States		
Commodity rates (export)	29	To Pacific Coast ports on traffic destined to and consigned through to Yokohama, Kobe, Shanghai, Hong Kong, Manila, etc.
From Pacific Coast Ports, on Shipments Originating at Asiatic Points, Philippine Islands, Australia, New Zealand, South America, Central America, Mexico, Hawaiian Islands, etc.		
Commodity rates (import)	30	To points in the United States and Canada
From Arizona, California, Colorado, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming		
Fluor Spar, Manganese Ore, Manganese Ore Concentrates, Pyrites Ore	31	To points in the United States
Beyond Sidney, Australia; Auckland, Wellington, New Zealand; Suva, Fiji Islands; Yokohama, Kobe, Nagasaki, Japan; Shanghai, Hong Kong, China; and Manila, Philippine Islands		
Arbitraries	55	On traffic destined to Australasian and Oriental points
From Points in California, Also Various Points in Arizona, Nevada, and Oregon		
Class arbitraries, commodity arbitraries	59	To points in California and various points in Arizona, Nevada, and Oregon
From and To Main Line Junctions in Arizona, California, Nevada, New Mexico, and Utah; Also from Albuquerque. Belen, Deming, N. Mex., El Paso, Tex., Lehi Junction, Ogden, Payson, and Salt Lake City, Utah		
Class arbitraries, commodity arbitraries	61	To and from stations in Arizona, California, Nevada, New Mexico, and Utah

WESTERN TRUNK LINE COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Territorial Directory, Etc.		
Territorial Directory. List of stations in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Northern Michigan, Minnesota, Missouri, Nebraska, Oklahoma, Tennessee, and Wisconsin	1	To and from Denver, Colorado Springs, Pueblo, and Trinidad, Colo., Ogden and Salt Lake City, Utah, and points in Colorado, Wyoming, Utah, Nevada, New Mexico, Idaho, Montana, and Oregon
Between Atchison, Kan., Chicago, Ill., Kansas City, Mo., Leavenworth, Kan., Quincy and Rock Island, Ill., and St. Louis and St. Joseph, Mo.		
Basis for the computation and quotation of rates on freight for the U. S. Government	1	And Colorado Springs, Colo., Cheyenne, Wyo., Fort Logan and Denver, Colo., Fort Russell, Wyo., Pueblo, Colo., and Utah Common Points
Between Ashland, Wis., Chicago, Ill., Duluth, Minn., Kankakee, Ill., Manitowoc, Wis., Memphis, Tenn., Milwaukee, Wis., Minneapolis, Minn., Peoria, Ill., St. Louis, Mo., St. Paul, Minn., Superior, Wis., and Other Points in Illinois, Indiana, Iowa, Michigan (Upper Peninsula), Minnesota, Missouri, and Wisconsin		
Local, joint, and proportional class and commodity rates	1	And Argentine, Armourdale, Armstrong, and Atchison, Kan., Council Bluffs, Ia., Fort Leavenworth and Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Leeds, Ia., Level Siding, S. D., Nebraska City and Omaha, Neb., St. Joseph, Mo., Sioux City, Ia., Sioux Falls, S. D., South Omaha, Neb., and Sugar Creek, Mo.
Exceptions, Etc.		
Rules, regulations, and exceptions to classifications	1	On Western Trunk Lines
Territorial Directory		
List of stations in Iowa, Michigan, Minnesota, Montana, North Dakota, South Dakota, Wisconsin, showing railroad and territorial location	2	Applicable in connection with tariffs referring thereto
From Macomb and Monmouth, Ill., Minneapolis, Minnesota Transfer, and Red Wing, Minn., Roodhouse, Ill., Rutledge, Ia., St. Paul, Minn., and Whitehall, Ill.		
Local, joint, and proportional rates on Stoneware, C.L.	2	To points in Canada, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin

WESTERN TRUNK LINE COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Macomb and Monmouth, Ill., Red Wing, Minn., and Roodhouse and Whitehall, Ill.		
Local and joint rates on Stoneware, C.L.	3	To points in Colorado, Kansas, Missouri, Montana, Nebraska, South Dakota, and Wyoming
From Points in Iowa, Michigan, Minnesota, Wisconsin, and Canada		
Joint and proportional rates on Lumber, C.L.	4	To points in Canada, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia
Between Bloomington, Ill., Burlington, Ia., Cairo and Chicago, Ill., Clinton and Dubuque, Ia., Joliet and Kankakee, Ill., Madison, Manitowoc, and Milwaukee, Wis., Peoria and Rock Island, Ill., St. Louis, Mo., Springfield, Ill., and Points East of the Mississippi River in Illinois, Indiana, Kentucky, Michigan, Missouri, and Wisconsin; also Mackinaw City, Manistique, and Sault Ste. Marie, Mich.		
Local, joint, and proportional class and commodity rates	5	And points in Wisconsin, Minnesota, and Michigan
Quarantine Rules and Regulations		
Of the United States Department of Agriculture, the various states and territories, the Dominion of Canada, and the Republic of Mexico, applying on state, interstate and foreign traffic and governing the transportation and inspection of Bees, Cotton, Dairy Products, Hay, Hides, Live Stock, Meats, Meat Food Products, Nursery Stock, Seeds, Straw, Wildbirds	5	
Capacities of Tank Cars		
Capacities of Tank Cars, used in the transportation of Liquid Freight	6	
Between Bloomington, Ill., Burlington, Ia., Cairo, Ill., Clinton, Ia., Rock Island, Ill., St. Louis, Mo., Springfield, Ill., and Other Points on and East of the Mississippi River in Illinois, Indiana, Iowa, Kentucky, and Missouri		
Local, joint, and proportional commodity rates	6	And points in Michigan and Wisconsin

WESTERN TRUNK LINE COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Bloomington, Ill., Burlington, Ia., Chicago, Ill., Dubuque, Ia., East St. Louis, Joliet, and Kankakee, Ill., Manitowoc and Milwaukee, Wis., Peoria, Ill., St. Louis, Mo., Springfield, Ill., and Other Points on or East of the Mississippi River in Illinois, Indiana, Iowa, Kentucky, Missouri, and Wisconsin		
Local, joint, and proportional commodity rates	7	And La Crosse, Wis., Winona, Minn., and other points in Iowa, Minnesota, and Wisconsin
From Clinton and Davenport, Ia., East Moline, Ill., Fort Madison, Ia., and Freeport, Moline, Rock Falls, Rockford, Rock Island, and Sterling, Ill.		
Joint rates on Agricultural Implements, Buggies, Wagons, and parts thereof, Vehicles	8	To points in Indiana, Kentucky, Michigan, New York, Ohio, Ontario, Pennsylvania, and West Virginia
From St. Paul, Minneapolis and Minnesota Transfer, Minn.		
Joint and proportional rates on Potatoes, Onions, Squash	9	To points in Canada, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia
Customs' Rules, Etc.		
Customs' Rules and Regulations Governing Shipments of export Merchandise	9	Into or through Canada, Mexico, Cuba, Haiti, Santo Domingo, Jamaica, Porto Rico, Guadeloupe, Martinique, Barbadoes, Trinidad, Guatemala, British Honduras, Spanish Honduras, Salvador, Nicaragua, Costa Rica, Panama, Colombia, Ecuador, Peru, Bolivia, Chile, and Europe
From Points in Minnesota, Wisconsin, and Michigan		
Joint rates on Potatoes, C.L.	10	To Memphis, Tenn., Jackson and Meridian, Miss., New Orleans, La., and Pensacola, Fla.
Rules		
Governing the privilege of shipping grain and other designated commodities or products to stations where elevators, warehouses, mills, cleaning houses, malt houses, or manufactories are located, and of shipping therefrom certain designated commodities or products, at the difference between the rate paid to the transit station and the through transit rate from point of origin, as shown by surrendered freight bills or credit tonnage slip, to transit destination.	11	

WESTERN TRUNK LINE COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Des Moines, Fort Dodge, Gypsum, Kalo, Lehigh, Marshalltown, What Cheer, and Webster City, Ia.		
Local and joint rates on Sewer Pipe, Flue Lining, Wall Coping	11	To points in Iowa, Minnesota, Nebraska, North Dakota, South Dakota, and Wisconsin
Rules and Regulations, Etc.		
Rules and Regulations Regarding Refrigeration, Icing, Handling of Perishable Freight	12	
From Chicago, East St. Louis, Galesburg, Hopewell, Macomb, and Monmouth, Ill., Red Wing, Minn., Roanoke and Roodhouse, Ill., St. Louis, Mo., and Streator and Whitehall, Ill.		
Local, joint, and proportional rates on Sewer Pipe and Wall Coping, also Drain Tile, Flue Lining	12	To points in Iowa, Minnesota, Missouri, Nebraska, and South Dakota
Between Albert Lea, Minn., Ashland, Wis., Duluth, Minn., Eau Claire and La Crosse, Wis. Mankato, Minneapolis, Minnesota Transfer, St. Paul, and Stillwater, Minn., Superior, Wis., Winona, Minn.		
Local, joint, and proportional class and commodity rates	13	And Cedar Rapids, Des Moines, and Fort Dodge, Ia., Jefferson City, Mo., Marshalltown and Mason City, Ia., Mexico, Mo., Oskaloosa and Ottumwa, Ia., Sedalia, Mo., Sheldon and Waterloo, Ia., and other points in Iowa, Minnesota, Missouri, Nebraska, and South Dakota
From St. Paul, Minneapolis, and Minnesota Transfer, Minn. (When Originating at Points West Thereof)		
All-rail joint and proportional rates on Blocks, Bullion (Copper, Lead, or Zinc), Zinc Dross, Zinc Dust, Ore, etc.	14	To points in Canada, Connecticut, Delaware, District of Columbia, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia
Iowa Classification		
	15	To freight traffic covered by tariffs issued subject thereto

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Kansas City and St. Joseph, Mo., Argentine, Atchison, Kansas City, Fort Leavenworth, and Leavenworth, Kan., Omaha and South Omaha, Neb., and Council Bluffs, Pacific Junction, and Union Pacific Transfer, Ia.		
All-rail and ocean-and-rail, joint and proportional rates on Blocks, Bullion (Copper, Lead, or Zinc), Zinc Dross, Zinc Dust, Ore, etc.	15	To points in Canada, Connecticut, Delaware, District of Columbia, Georgia, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Virginia, and West Virginia
From Akron and Barberton, Ohio, Bay City and Benton Harbor, Mich., Cleveland, Ohio, Delray, Detroit, Ecorse, Junction Yards, Ludington, Manistee, and Marine City, Mich., Michigan City, Ind., Midland and Mt. Pleasant, Mich., New Burgh and Toledo, Ohio, Saginaw, Mich., Wyandotte and Zilwaukee, Mich., etc.		
Local and joint rates on Salt	16	To points in Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota
Exceptions, Etc.		
Rules, regulations, and exceptions to classifications	17	In Trans-Missouri territory
From Anthony, Ellsworth, Hutchinson, Kanapolis, Little River, Lyons, and Sterling, Kan.		
Local and joint rates on Salt	17	To points in Illinois, Iowa, Minnesota, Missouri, South Dakota, and Wisconsin
Between Chicago, Ill., Duluth, Minn., Peoria, Ill., St. Louis, Mo., Milwaukee and Green Bay, Wis., St. Paul and Minneapolis, Minn., Jefferson City, Mo., Rock Island, Ill., Clinton, Des Moines, and Dubuque, Ia., and Other Points East of the Missouri River in Illinois, Indiana, Iowa, Michigan (Upper Peninsula), Minnesota, Missouri, Ontario, Can., South Dakota, and Wisconsin		
Local, joint, and proportional class and commodity rates	18	And points in Kansas and Nebraska, also Arkansas, Colorado, and Missouri
From Points in Michigan, Minnesota, and Wisconsin		
Joint rates on Potatoes	20	To Birmingham, Ala., and Jellico and Knoxville, Tenn.
From Points in Iowa, Michigan, Minnesota, Wisconsin, and Canada		
Joint and proportional rates on Lumber	21	To points in Illinois, Indiana, Kentucky, Michigan, New York, Ohio, Ontario, Can., Pennsylvania, and West Virginia

WESTERN TRUNK LINE COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Chicago and Peoria, Ill., St. Louis, Mo., Milwaukee and Green Bay, Wis., St. Paul and Minneapolis, Minn., Rock Island, Ill., Clinton, Des Moines, and Dubuque, Ia., and Other Points East of the Missouri River in Illinois, Indiana, Iowa, Michigan (Upper Peninsula), Minnesota, Missouri, and Wisconsin		
Local, joint, and proportional rates on Furniture, C.L.	22	To points in Kansas and Nebraska, also Arkansas, Colorado, Missouri, and Oklahoma
From Argentine and Atchison, Kan., Council Bluffs, Ia., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., Pacific Junction, Ia., St. Joseph, Mo., South Omaha, Neb., and Union Pacific Transfer, Ia.		
Lake-and-rail joint and proportional rates on Ore and Smelter products	25	To points in Canada, Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia
From Fort Dodge, Gypsum, and Mineral City (Gypsum), Ia.		
Local, joint, and proportional rates on Stucco, Plaster, Plasterboard, Woven Wood Lath, C.L.	29	To points in Illinois, Indiana, Iowa, Kansas, Michigan, (Upper Peninsula), Minnesota, Missouri, and Nebraska, North Dakota, South Dakota, Wisconsin Wyoming, also on Cement, Lime, Stucco, Plaster, to Minnesota, North Dakota, and South Dakota
From Atchison, Kan., Council Bluffs, Ia., Hutchinson, Kan., Kansas City, Mo., Leavenworth, Kan., Minneapolis and Minnesota Transfer, Minn., Omaha, Neb., St. Joseph, Mo., St. Paul, Minn., Sioux City, Ia., Sioux Falls, S. D., South Omaha, Neb., Topeka and Wichita, Kan., etc., and Points in Wisconsin		
Local, joint, and proportional rates on Packing-House Products, Fertilisers, also Fresh Meats, etc.	32	To Belmont, Mo., Brookport and Cairo, Ill., Cincinnati, Ohio, Columbus, Ky., Evansville, Ind., Hickman, Ky., Jeffersonville, Ind., Louisville, Ky., Memphis, Tenn., New Albany, Ind., New Orleans, La., also Mobile, Ala., Key West and Pensacola, Fla., and other points in Alabama, Arkansas, Kentucky, Louisiana, Mississippi, North Carolina, and Tennessee
Between Memphis, Tenn.		
Local, joint, and proportional class and commodity rates	33	And points in Kansas and Nebraska, also points in Colorado, Missouri, and Wyoming
From Deer Park and Dixon, Ill., Hannibal, Mo. (Ilasco, Mo.), and LaSalle, Oglesby, and Utica, Ill.		
Local and joint rates on Cement, Lime, and Stucco	34	To points in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, and West Virginia

WESTERN TRUNK LINE COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From St. Paul, Minneapolis, Minnesota Transfer, Red Wing, and Duluth, Minn., and Superior, Wis.		
Joint rates on Linseed Oil, C.L.	39	To points in Canada, Connecticut, Delaware, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Ontario, Can., Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia, also to Bessemer, and Birmingham, Ala., Knoxville, Tenn., Montgomery, Ala., Nashville, Tenn., and Selma, Ala.
From Millington, Oregon, Ottawa, Utica, and Wedron, Ill.		
Local and joint rates on Sand, all kinds, C.L.., also Clay, Brick, Blocks, C.L., and articles taking same rates from points in Illinois	41	To points in Canada, Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, and West Virginia
From Bettendorf, Buffalo, Burlington, Comanche, Clinton, Davenport, and Dubuque, Ia., East Moline, Ill., Fort Madison, Ia., Fulton, Joy, and Keithsburg, Ill., Keokuk, and Lyons, Ia., Moline, Ill., Montpelier and Muscatine, Ia., New Boston, and Rock Island, Ill., and Sabula, Ia.		
Local and joint rates on Lumber, Sash, Doors, and Blinds, C.L.	44	To points in Canada, Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, and West Virginia
From East St. Louis, Ill., also East Mississippi River Crossings		
Joint and proportional rates on Lumber, C.L.	48	To points in Indiana, Kentucky, Michigan, New York, Ohio, Ontario, Can., Pennsylvania, and West Virginia
From St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Red Wing, Cloquet, and Duluth, Minn., and Superior and Ashland, Wis.		
Local, joint, and proportional commodity rates	49	To points in Indiana, Ohio, Michigan, Pennsylvania, West Virginia, New York, Kentucky, and Ontario, Can.
Between Chicago, Ill., Clinton and Dubuque, Ia., Green Bay, Wis., Kankakee and Litchfield, Ill., Manitowoc and Milwaukee, Wis., Peoria, Rock Island, and Springfield, Ill., St. Louis, Mo., and Points East of the Mississippi River in Illinois, Indiana, Iowa, Michigan, Missouri, and Wisconsin		
Local, joint, and proportional commodity rates	50	And Albert Lea, Minn., Boone and Cedar Rapids, Ia., Chillicothe, Mo., Des Moines, Ia., Faribault, Minn., Fort Dodge and Iowa City, Ia., Mankato, Minn., Marshalltown, Mason City, Oskaloosa, Ottumwa, Shenandoah, and Waterloo, Ia., and points west of the Mississippi River in Iowa, Minnesota, Missouri, and South Dakota

WESTERN TRUNK LINE COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Red Wing, Cloquet, and Duluth, Minn., Superior and Ashland, Wis., and Points in Illinois and Michigan, also from Points in Kansas, Iowa, Missouri, and Nebraska		
Local, joint, and proportional[1] class rates	51	To points in Illinois, Indiana, Ohio, Michigan, Pennsylvania, West Virginia, New York, Kentucky, and Ontario, Can.
From Chicago, East St. Louis, Herrin, Murphysboro, and Peoria, Ill., St. Louis, Mo., Springfield, and Thebes, Ill.		
Local, joint, and proportional rates on Coal, Coke, C.L.	53	To points in Arkansas, Colorado, Kansas, Missouri, Nebraska, Oklahoma, and Wyoming
From Ashland, Wis., Bemidji, Minn., Chicago, Ill., Duluth, Minn., Kankakee, Ill., Manitowoc and Milwaukee, Wis., Minneapolis, Minn., Peoria, Ill., St. Louis, Mo., Superior, Wis., etc.		
Local, joint, and proportional rates on Lumber	54	To points in Arkansas, Colorado, Kansas, Iowa, Minnesota, Missouri, Montana, Nebraska, North Dakota, Oklahoma, South Dakota, Texas, and Wyoming
From Points in Canada, Michigan, Minnesota, and Wisconsin		
Local, joint, and proportional rates on Lumber	55	To points in Iowa, Minnesota, Missouri, North Dakota, South Dakota, and between points where specifically provided
From Points in Ohio, Michigan, Indiana, and Illinois		
Local, joint, and proportional rates on Salt	57	To points in Colorado, Kansas, Missouri, Montana, Nebraska, South Dakota, and Wyoming
From Points in Illinois, Iowa, and Missouri		
Local, joint, and proportional commodity rates	58	To points in Indiana, Kentucky, Michigan, New York, Ohio, Ontario, Can., Pennsylvania, and West Virginia
From Buda and Chicago Heights, Ill., Davenport, Ia., Decatur and Galesburg, Ill., Hannibal, Mo., Joliet, Monmouth, Peoria, Rockford, Springfield, and Streator, Ill., and Switz City, Ind.		
Local, joint, and proportional rates on Billets, Scrap Iron, Scrap Tin, Pig Iron, Mill Cinder and Scale, Cast Iron Pipe, Rails (Iron or Steel), etc.	59	To points in Canada, Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, and West Virginia

[1]Proportional rates from Council Bluffs, Ia.

WESTERN TRUNK LINE COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Rock Falls and Sterling, Ill.		
Joint rates on Iron and Steel, Articles manufactured of same, also Butts, Barn-Door Hangers, Hasps, Hasps and Hooks Combined, Hinges and Tracks for Barn-Door Hangers	60	To points in Indiana, Kentucky, Michigan, Ohio, Ontario, Can., Pennsylvania, and West Virginia
From St. Louis, Mo., East St. Louis, Alton, East Burlington, East Clinton, East Dubuque, East Fort Madison, East Hannibal, East Keokuk, East Louisiana, Keithsburg, Moline, Quincy, Rock Island, and Savanna, Ill.		
Joint proportional rates on Sugar, Coffee, C.L.	64	To points in Arkansas, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, and Wyoming
From Barron, Beaver Dam, Chippewa Falls, Delavan, Eau Claire, La Crosse, and Menomonie, Wis., Minneapolis and Minnesota Transfer, Minn., Onalaska and Oshkosh, Wis., St. Paul and Stillwater, Minn., Waupun, Wis., and Winona, Minn.		
Local, joint, and proportional rates on miscellaneous commodities (via lake and rail)	67	To points in Canada, Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia
From Bloomington, Ill., Clinton and Davenport, Ia., Decatur, Geneva, and Joliet, Ill., Keokuk and Muscatine, Ia., and Pekin, Peoria, Rockford, and Springfield, Ill.		
Local, joint, and proportional rates on Grain, Grain Products, Corn Syrup	68	To points in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, West Virginia, and Ontario, Can.
From Alexis, Colchester, Galesburg, Hopewell, Macomb, Monmouth, New Windsor, Tennessee, and Whitehall, Ill.		
Joint rates on Stoneware, Sewer Pipe, Clay Conduits, C.L.	69	To points in Indiana, Kentucky, Michigan, and Ohio
From Points in Iowa, Minnesota, Michigan, and Wisconsin		
Local, joint, and proportional rates on Potatoes	70	To points in Arkansas, Illinois, Iowa, Missouri, and Wisconsin, also Paducah, Ky.
From Ashland and Chippewa Falls, Wis., Duluth, Minn., Eau Claire, Itasca, La Crosse, and Menomonie, Wis., Minneapolis and Minnesota Transfer, Minn., Osceola, Wis., Red Wing, Minn., Rice Lake, Wis., St. Paul and Stillwater, Minn., Superior and Washburn, Wis., and Winona, Minn.		
Joint rates on Grain Products, Malt	71	To points in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, West Virginia, and Ontario, Can.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Des Moines, Ia., East St. Louis, Ill., Fort Dodge, Ia., Galesburg, Ill., Gypsum, Ia., Hopewell, Ill., Lehigh, Ia., Macomb and Monmouth Ill., Red Wing, Minn., St. Louis, Mo., and Streator and Whitehall, Ill.		
Joint rates on Sewer Pipe, C.L.	72	To points in Canadian northwest
From Chicago and Peoria, Ill., and St. Louis, Mo.		
Local, joint, and proportional rates on Salt	73	To points in Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota
From Chicago and Peoria, Ill., St. Louis, Mo., Milwaukee and Green Bay, Wis., St. Paul, Minneapolis, and Duluth, Minn., Ashland and Superior, Wis., Rock Island, Ill., and Dubuque, Ia.		
Local, joint, and proportional rates on Salt	74	To points in Arkansas, Colorado, Kansas, Missouri, Montana, Nebraska, Oklahoma, South Dakota, and Wyoming
From Points in Illinois, Michigan, Minnesota, North Dakota, South Dakota, and Wisconsin		
Local, joint, and proportional rates on Potatoes	75	To points in Arkansas, Colorado, Iowa, Kansas, Missouri, Nebraska, Oklahoma, South Dakota, and Wyoming
From Points in Michigan, Minnesota, North Dakota, South Dakota, and Wisconsin		
Joint and proportional rates on Potatoes, C.L.	76	To points in Indiana, Kentucky, Michigan, Ohio, Pennsylvania, and West Virginia
From Chicago and Peoria, Ill., St. Louis, Mo., Milwaukee, Green Bay, and Superior, Wis., St. Paul, Minneapolis, Austin, LeRoy, and Mankato, Minn., Rock Island, Ill., and Clinton, Des Moines, Dubuque, Fort Dodge, and Mason City, Ia.		
Local, joint, and proportional rates on Cement, Lime, Wall Plaster, Stucco, and Plaster Board, C.L.	78	To points in Kansas, Nebraska, Colorado, Missouri, Montana, South Dakota, Wyoming, Arkansas, and Oklahoma
From Ashland and Barron, Wis., Duluth, Minn., Hackley, Wis., Hopkins, Minn., La Crosse and Merrill, Wis., Minneapolis and Minnesota Transfer, Minn., Munising, Mich., Onalaska and Oshkosh, Wis., St. Louis Park, St. Paul, South St. Paul, and Stillwater, Minn., Superior and Tomahawk, Wis., Twin City Stock Yards, Minn., Wausau, Wis., and Winona, Minn.		
Local, joint, and proportional rates on miscellaneous commodities (via all-rail or ocean-and-rail)	79	To points in Canada, Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia

WESTERN TRUNK LINE COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Ashland and Barron, Wis., Duluth, Minn., Hackley, Wis., Hopkins, Minn., La Crosse and Merrill, Wis., Minneapolis and Minnesota Transfer, Minn., Munising, Mich., Onalaska and Oshkosh, Wis., St. Louis Park, St. Paul, South St. Paul, and Stillwater, Minn., Superior and Tomahawk, Wis., Twin City Stock Yards, Minn., etc.		
Joint class and commodity rates	80	To New Orleans, La., also Memphis, Tenn., and Jackson and Meridian, Miss.
From Points in Minnesota, North Dakota, South Dakota, and Wisconsin		
Local, joint, and proportional rates on Potatoes, C.L.	81	To points in Illinois, Indiana, Iowa, Kansas, Kentucky, Missouri, Nebraska, and Wisconsin
Between Ashland, Wis., Chicago, Ill., Duluth, Minn., Kankakee, Ill., Kansas City, Mo., Manitowoc and Milwaukee, Wis., Minneapolis, Minn., Nebraska City and Omaha, Neb., Peoria, Ill., St. Louis, Mo., St. Paul, Minn., Sioux City, Ia., and Superior, Wis.		
Local, joint, and proportional class and commodity rates	84	And points on the Watertown & Sioux Falls Ry.
From Ashland, Wis., Cloquet, Duluth, Minneapolis, Minnesota Transfer, Red Wing, St. Paul, and Stillwater, Minn., and Superior, Wis.		
Local, joint, and proportional class and commodity rates	86	To Ohio River Crossings; viz., Brookport and Cairo, Ill., Louisville, Ky., Metropolis, Thebes and Thebes Transfer, Ill., also Cape Girardeau, Mo., Cincinnati, Ohio, and Evansville, Jeffersonville, and New Albany, Ind.
From Points in Arkansas, Kansas, Missouri, and Oklahoma		
Local, joint, and proportional rates on Ore and its Products, C.L.	87	To points in Alabama, Illinois, Kansas, Kentucky, Louisiana, Minnesota, Missouri, Nebraska, New York, South Dakota, Tennessee, Texas, Virginia, Wisconsin, etc.
From Council Bluffs and Sioux City, Ia., Hills, Minn., Sioux Falls, S. D., and St. Paul, Minneapolis, Minnesota Transfer, and Cologne, Minn.		
Proportional rates on Lumber, Shingles, C.L.	88	To points in Illinois, Indiana, Iowa, and Missouri, also Paducah, Ky.
Between Points in Nebraska		
Cement, C.L., distance rates	89	For application over two or more lines (intrastate)

WESTERN TRUNK LINE COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Kansas and Oklahoma Points		
Oil, Petroleum, and its Products	90	To stations in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, Wisconsin
Between Points in Missouri		
Classes and commodities	91	Between stations in Missouri
From Minnesota, Michigan, and Wisconsin		
Lumber and articles taking same rates	95	To Illinois points
From Points in Louisville, Cincinnati, Dayton-South Bend, Detroit-Cleveland, and Pittsburgh Territories, and Points Basing Thereon and Mississippi River Crossings		
Joint and proportional class and commodity rates	97	To Arkansas City, Bartlett, Caldwell, Caney, Chetopa, Coffeyville, Englewood, Hardtner, Hayne, Kiowa, Liberal, South Yard, Tyro, and Waldron, Kan.
From Points in Alabama, Georgia, Tennessee, and Virginia		
Manufactured Iron and Steel Articles, Pig Iron	98	To Denver, Colorado Springs, Pueblo, and Trinidad, Colo., and points taking same rates
Switching and Miscellaneous Charges		
Joint freight tariff of Switching, Miscellaneous Charges, and Absorptions on Freight—All Kinds	99	At St. Joseph, Mo.
From Points in Alabama, Georgia, Tennessee, and Virginia		
Manufactured Iron and Steel Articles, Pig Iron	100	To Ogden and Salt Lake City, Utah, and points taking same rates and arbitraries higher
From Arkansas, Louisiana, Missouri, Oklahoma, and Texas		
Fruits and Vegetables	101	To Denver, Colorado Springs, Pueblo, Trinidad, Colo., and points taking same rates

WESTERN TRUNK LINE COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Chicago, Ill., Duluth, Minn., Kansas City, Mo., Peoria, Ill., St. Louis, Mo., Milwaukee, Wis., St. Paul, Minn., Des Moines, Ia.		
Commodities (maximum rates)	102	To points named in tariffs making reference to it for alternative maximum rates
From Points in Utah and Idaho and Colorado Factories, and Garden City, Kan., and Scottsbluff, Neb.		
Sugar, Refuse Syrup	104	To points in Arkansas, Illinois, Indiana, Iowa, Kentucky, Minnesota, Missouri, Montana, North Dakota, South Dakota, Tennessee, Wisconsin, and Wyoming
From Points in North Carolina, South Carolina, Tennessee, and Virginia		
Joint rates on Tobacco, Cigars, Cigarettes	105	To Ogden and Salt Lake City, Utah
Between New Orleans, Port Chalmette, and Baton Rouge, La., Mobile, Ala., Vicksburg, Miss., and Points Taking Same Rates and Differentials Higher		
Local and joint class and commodity rates	106	And points in Kansas, Missouri, Nebraska, Wyoming, and South Dakota
Between Ogden and Salt Lake City, Utah, and Points Taking Same Rates		
Local and joint rates on Lumber	107	And points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Nebraska, Oklahoma, Tennessee, and Wisconsin, also Ontario, Can.
From Kansas Producing Points and Joplin, Mo.		
Local and joint rates on Petroleum Oil and its Products	108	To points in Colorado and Nebraska, Iowa, Kansas, and Wyoming
From Points in Colorado, Nebraska, and Wyoming		
Local, joint, and proportional rates on Potatoes and Other Vegetables	110	To points in Alabama, Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Mexico, Oklahoma, Tennessee, Texas, and Wisconsin

WESTERN TRUNK LINE COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Denver, Colorado Springs, Pueblo, and Trinidad, Colo., and Points Taking Same Rates		
Local, joint, and proportional class and commodity rates	111	And points in Missouri River, Mississippi River, Peoria, Chicago, St. Paul, Duluth, Ashland, Memphis, and Iowa Groups A, B, C, and D territories
From Points in Utah		
Local, joint, and proportional rates on Potatoes and Other Vegetables	113	To points in Alabama, Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Mexico, Oklahoma, Tennessee, Texas, and Wisconsin
Between Stations in Missouri		
Structural Iron and Steel for Bridges and Buildings	114	
From Stations on C. & N. W. Ry., C. M. & St. P. Ry., and M. & St. L. R. R.		
Potatoes, C.L.	115	To stations in Illinois, Iowa, Missouri, and Wisconsin
Between Mississippi and Missouri River Crossings and Other Points in Illinois, Iowa, Kansas, Missouri, Nebraska, and Wyoming		
Local, joint, and proportional class and commodity rates	116	And stations on the Electric Short Line Railway
From Brush, Eaton, St. Collins, and Fort Morgan, Colo., Garden City, Kan., Greeley, Holly, Lamar, Las Animas, Longmont, Loveland, Rock Ford, Colo., Scottsbluff, Neb., and Sterling, Sugar City, Swink, Trinidad, and Windsor, Colo.		
Local and joint rates on Sugar, C. L., Refuse Syrup in Tank Cars	117	To points in Colorado, Nebraska, Kansas, Missouri, Oklahoma, Arkansas, Iowa, Louisiana, and New Mexico
From Points in Colorado, Wyoming, and New Mexico		
Joint and proportional rates on Hay, Straw	119	To points in Alabama, Georgia, Florida, and South Carolina

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Ogden and Salt Lake City, Utah, and Points Taking Same Rates and Arbitraries Higher		
Local, joint, proportional, and basing class and commodity rates	120	And points in Missouri River, Mississippi River, Peoria, Chicago, St. Paul, Duluth, Memphis, Iowa Groups A, B, C, and D, and Intermediate territories; vis., Mississippi River, St. Paul, Iowa Groups A, B, and C, also basing rates from Colorado Springs and Pueblo, Colo., to points on Atchison, Topeka & Santa Fe Ry., Colorado Midland Ry., and Denver & Rio Grande R. R.
Between Denver, Colorado Springs, Pueblo, and Trinidad, Colo., and Points Taking Same Rates		
Local and joint class and commodity rates	122	And New Orleans, Port Chalmette, and Baton Rouge, La., Mobile, Ala., and other points taking New Orleans rates and differentials higher
Between Ogden and Salt Lake City, Utah, and Points Taking Same Rates and Arbitraries Higher, also Grand Junction, Colo.		
Local and joint class and commodity rates	124	And New Orleans, Port Chalmette, and Baton Rouge, La., Mobile, Ala., and other points taking New Orleans rates and differentials higher
Between Denver, Colorado Springs, Pueblo, and Trinidad, Colo., and points Taking Same Rates		
Local and joint rates on Lumber	125	And points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Nebraska, Oklahoma, Tennessee, and Wisconsin
From Ogden and Salt Lake City, Utah, and Denver, Colorado Springs, Pueblo, and Trinidad, Colo., also from Points on St. Louis, Rocky Mountain & Pacific Ry.		
Joint rates on Hides, Sheep Pelts, Sheep Skins, Wool, and Mohair	126	To Boston, Mass., New York, N. Y., Philadelphia, Pa., Baltimore, Md., and points taking same rates via Brunswick, Ga., Charleston, S. C., Galveston, Tex., New Orleans, La., Newport News and Norfolk, Va.
From Denver, Colorado Springs, Pueblo, and Trinidad, Colo., and Other Points Taking Same Rates		
Joint class and commodity rates	127	To Boston, Mass., New York, N. Y., Philadelphia, Pa., Providence, R. I., Baltimore, Md., via Brunswick, Ga., Charleston, S. C., Galveston, Tex., New Orleans, La., Newport News and Norfolk, Va., and Savannah, Ga.

WESTERN TRUNK LINE COMMITTEE, CHICAGO, ILL.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
Between Chicago, Peoria, Ill., St. Louis, Mo., Milwaukee, Wis., St. Paul, Minn., Duluth, Minn.		
Iron and Steel Articles	130	And points in Iowa, Michigan, Missouri, Minnesota, South Dakota, and Wisconsin
From Colorado, New Mexico, Utah, and Wyoming		
Base Bullion (Copper or Lead), Pig or Slab, and other Smelter Products	131	To points in Canada, Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New York, Pennsylvania, Rhode Island, Virginia, and West Virginia
From Illinois, Indiana, Colorado, Kansas, Missouri, Minnesota, Oklahoma, Nebraska, Wisconsin, and Iowa		
Cement, C.L.	132	To Arkansas, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin
From Illinois, Indiana, Colorado, Kansas, Missouri, Minnesota, Nebraska, Wisconsin, Iowa, and Oklahoma		
Cement, C.L.	133	To points in Colorado, Missouri, Oklahoma, Iowa, Montana, South Dakota, Kansas, Nebraska, and Wyoming
From Colorado and New Mexico		
Beans, Dried, C.L.	134	To Boston, Mass., Baltimore, Md. Philadelphia, Pa., New York, N.Y., and points taking same rates
From Sioux City, Ia.		
Grain and Grain Products (Proportional)	135	To Chicago and Peoria, Ill., Milwaukee, Wis., and points taking same rates
From Colorado and Wyoming Mines		
Soft Coal, C L.	140	To points in Iowa
From Ogden and Salt Lake City, Utah		
Packing-House Products and Fresh Meats	141	To Boston, Mass., Baltimore, Md., New York, N.Y., and Philadelphia, Pa.

DESCRIPTION OR NAME OF TARIFF	SERIES	APPLIES (Except as noted)
From Denver, Colorado Springs, Pueblo, Trinidad, Colo., and Points Taking Same Rates		
Ferro Chrome, C.L.	144	To points in C. F. A., eastern, southeastern, and Carolina territories
Rules		
Governing handling of Exhibits for Expositions and Fairs	145	In all territories via all carriers
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Petroleum and its Products	149	To Colorado, Iowa, and Nebraska
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Live Stock	150	To Michigan and Wisconsin
From Iowa and Missouri Mines		
Soft Coal, C.L.	151	To points in Colorado, Kansas, Nebraska, and South Dakota
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Pretroleum and its Products	153	
From Cambell's Spur, Morris, Kans., and Kansas City, Leeds, and Pixleys, Mo.		
Stone, Natural, Crushed or Ground, C.L.	154	To Kansas City, Mo., Kans.
From Augusta, Caney, Chanute, Coffeyville, Fredonia, and Independence, Kans.		
Window Glass, C.L.	155	To points in Iowa, North Dakota, and South Dakota
From Muncie, Turner, and Sirridge, Kans.		
Sand, C.L.	156	To Kansas City, Mo.-Kans.
From Council Bluffs, Missouri Valley, Sioux City, Iowa, Omaha and South Omaha, Neb.		
Proportional rates on Grain	157	To Duluth, Minn., and Superior, Wis.

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ABBREVIATIONS USED IN THE INDEX

A. F. T. B. ..... Atlanta Freight Tariff Bureau
A. S. F. T. ..... Atlantic Seaboard Freight Bureau
C. F. A. T. B. ..... Central Freight Association Tariff Bureau
E. F. T. B. ..... Eastern Freight Tariff Bureau
G. F. F. C. ..... Gulf Foreign Freight Committee
I. F. C. ..... Illinois Freight Committee
L. F. T. B. ..... Louisville Freight Tariff Bureau
N. O. F. T. B. ..... New Orleans Freight Tariff Bureau
N. P. C. T. B. ..... North Pacific Coast Tariff Bureau
P. F. T. B. ..... Pacific Freight Tariff Bureau
R. F. T. B. ..... Richmond Freight Tariff Bureau
S. W. F. B. ..... Southwestern Freight Bureau
T. L. T. B. ..... Texas Lines Tariff Bureau
T. C. F. B. ..... Transcontinental Freight Bureau
W. T. L. C. ..... Western Trunk Line Committee
C. & C. ..... Class and Commodity Tariff
G. C. ..... General Commodity Tariff
† ..... This symbol means that the tariff is not issued in series number

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From Central Freight Association Territory
To Central Freight Association Territory

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Ashes, etc	C.F.A.T.B.	197	36	Logs, etc	C.F.A.T.B.	209	37
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Black Dirt, etc	"	197	36	"	"	131	30
Bolts, etc	"	209	37	"	"	152	31
Briquettes	S.W.F.B.	100	100	Lumber, etc	"	127	30
Butts, etc	C.F.A.T.B.	209	37	"	"	65	27
Cast Iron Pipe	"	91	27	"	"	211	37
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"	"	401	42	Sand, etc	"	197	36
"	"	111	29	Scrap Iron	"	91	27
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Grain, etc	C.F.A.T.B.	245	40	Shingles, etc	"	211	37
Lumber	"	153	31				
				General Commodity			
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				Class and Commodity			
C.& C	C.F.A.T.B.	233	40	C.& C	C.F.A.T.B.	300	41
				Class			
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				Specific Commodity			
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" "	"	113	61	"	"	106	61
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"	G.F.F.C.	1004	45	"	"	35	52
"	L.F.T.B.	2	49	"	"	55	55
"	"	3	49	"	"	61	56
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"	"	221	38	"	"	256	41
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"	"	223	39	"	"	405	42
"	"	224	39	"	I.F.C.	505	47
"	"	230	39	"	L.F.T.B.	34	52
To Eastern Territory							
				Specific Commodity			
Grain	E.F.T.B.	†	43	Lumber, etc	C.F.A.T.B.	211	37
Grain, etc	C.F.A.T.B.	245	40	Shingles, etc	"	211	37
Lumber	"	153	31				
				General Commodity			
G.C.	C.F.A.T.B.	218	38				
				Class and Commodity			
C.& C.	C.F.A.T.B.	233	40	C.& C.	C.F.A.T.B.	300	41
				Class			
Class	C.F.A.T.B.	217	38	Class	C.F.A.T.B.	254	41
To Rocky Mountain and Pacific Coast Territory							
				Specific Commodity			
Cement	W.T.L.C.	133	121	Lumber	W.T.L.C.	107	118
				General Commodity			
G.C.	T.C.F.B.	29	104				
				Class and Commodity			
C.& C.	C.F.A.T.B.	193	36				
To Southeastern Territory							
				Specific Commodity			
Apples	R.F.T.B.	†	82	Grain, etc	L.F.T.B.	33	52
Brick, etc	L.F.T.B.	108	61	"	"	36	53
Cement	"	107	61	"	"	94	60
Corn, etc	"	97	60	"	"	99	60
Feed, etc	"	99	60	Hay	C.F.A.T.B.	229	39
Fire Clay, etc	"	108	61	Hay, etc	L.F.T.B.	33	52

From Central Freight Association Territory To Southeastern Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
Specific Commodity—Con'd							
Hay, etc.	L.F.T.B.	36	53	Petroleum, etc.	C.F.A.T.B.	172	35
Household Goods	"	29	52	"	G.F.F.C.	1020	46
Lime	R.F.T.B.	†	79	"	L.F.T.B.	16	50
Locomotives, etc.	L.F.T.B.	89	59	"	"	65	56
" "	"	113	61	"	"	106	61
Oats, etc.	"	97	60	Potatoes	R.F.T.B.	†	81
Packing House products	G.F.F.C.	1019	46	Railway Track Material, etc.	C.F.A.T.B.	179	35
Paper	C.F.A.T.B.	148	31	Rails, etc.	"	179	35
Petroleum, etc.	"	110	29	Steel Crossties, etc.	"	179	35
General Commodity							
G.C.	C.F.A.T.B.	107	29	G.C.	L.F.T.B.	20	51
"	"	128	30	"	"	32	52
"	G.F.F.C.	1004	45	"	"	35	52
"	L.F.T.B.	2	49	"	"	55	55
"	"	3	49	"	"	61	56
Class and Commodity							
C.& C.	C.F.A.T.B.	15	27	C.&C.	L.F.T.B.	24	51
"	"	106	28	"	"	45	53
"	"	108	29	"	"	64	56
"	"	112	29	"	"	66	56
"	"	134	30	"	"	69	57
"	"	183	36	"	"	71	57
"	"	262	41	"	"	82	58
"	G.F.F.C.	1002	45	"	"	83	58
"	"	1011	45	"	"	84	58
"	"	1016	45	"	"	85	59
"	"	1018	46	"	"	86	59
"	L.F.T.B.	5	49	"	"	92	59
"	"	6	49	"	"	93	59
"	"	11	50	"	"	95	60
"	"	13	50	"	R.F.T.B.	†	79
"	"	21	51				
Class							
Class	L.F.T.B.	1	49	Class	L.F.T.B.	54	55
"	"	30	52	"	"	60	56
"	"	34	52				

From Eastern Territory
To Central Freight Association Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Iron, etc.	E.F.T.B.	†	43	Steel, etc.	E.F.T.B.	†	43
Iron Articles	R.F.T.B.	†	80	Steel Articles	R.F.T.B.	†	80
Machinery	"	†	80				
			General Commodity				
G.C.	E.F.T.B.	†	44				
			Class and Commodity				
C.& C.	E.F.T.B.	†	43				
			Class				
Class	E.F.T.B.	†	43				

To Eastern Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Baskets, Fruit	R.F.T.B.	†	76	Grain	E.F.T.B.	†	44
Crates, Fruit	"	†	76	Iron, Scrap	R.F.T.B.	†	77
Grain	E.F.T.B.	†	43				
			Class and Commodity				
C.& C.	R.F.T.B.	†	82	C.& C.	R.F.T.B.	†	84
			Class				
Class	R.F.T.B.	†	85				

To Rocky Mountain and Pacific Coast Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			General Commodity				
G.C.	T.C.F.B.	29	105				
			Class and Commodity				
C.& C.	A.S.F.B.	2	24	C.& C.	T.C.F.B.	1	104
"	"	19	24	"	"	4	104
"	"	26	25				

To Southeastern Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Apples	R.F.T.B.	†	81	Fertilizer	R.F.T.B.	†	82
"	"	†	82	Fire Clay	"	†	84
Brick, etc.	L.F.T.B.	108	61	Fire Clay, etc.	L.F.T.B.	108	61
Brick	R.F.T.B.	†	84	Fish, Canned	R.F.T.B.	†	80
Cement	L.F.T.B.	107	61	Fruits	"	†	81
"	R.F.T.B.	†	81	Grain, etc.	"	†	77
Fertilizer, etc.	"	†	77	"	"	†	81

From Eastern Territory
To Southeastern Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity—Con'd				
Hay, etc.	R.F.T.B.	†	77	Potatoes	R.F.T.B.	†	81
"	"	†	81	Rails, etc.	L.F.T.B.	91	59
Iron or Steel Cross-ties, etc.	L.F.T.B.	91	59	"	R.F.T.B.	†	83
Lime	R.F.T.B.	†	79	Railway Track Material	"	†	80
"	"	†	81	"	"	†	83
Limestone	"	†	81	Railway Track Material, etc.	L.F.T.B.	91	59
Locomotives, etc.	L.F.T.B.	89	59	Salt	R.F.T.B.	†	80
"	R.F.T.B.	†	82	Slate, etc.	"	†	80
Paper	"	†	80	Straw, etc.	"	†	81
Peaches	"	†	85	Sugar	"	†	78
Petroleum, etc.	"	†	82	"	"	†	83
"	"	†	84	Vegetables	"	†	81
Potatoes	"	†	80				
			General Commodity				
G.C.	L.F.T.B.	90	59	G.C.	R.F.T.B.	†	84
"	R.F.T.B.	†	82				
			Class and Commodity				
C.& C.	L.F.T.B.	86	59	C.& C.	R.F.T.B.	†	82
"	"	93	59	"	"	†	83
"	"	105	60	"	"	†	84
"	R.F.T.B.	†	78	"	S.W.F.B.	9	89
			Class				
Class	L.F.T.B.	79	58				

To Southwestern Territory

			Specific Commodity				
Fertilizer, etc.	R.F.T.B.	†	77	Sugar	R.F.T.B.	†	78
			Class and Commodity				
C.& C.	A.S.F.B.	1	24	C.&C.	R.F.T.B.	†	78
"	"	3	24	"	"	†	83
"	"	16	24	"	S.W.F.B.	5	88
"	"	22	25	"	"	9	89
"	"	24	25	"	"	64	96

To Western Trunk Line Territory

			Specific Commodity				
Coffee	A.S.F.B.	5	24	Sugar	A.S.F.B.	5	24
"	E.F.T.B.	†	43	"	E.F.T.B.	†	43
			Class and Commodity				
C.& C.	A.S.F.B.	3	24	C.& C.	S.W.F.B.	5	88
"	E.F.T.B.	†	44				

From Eastern Territory
To Canada

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Class and Commodity				
C.& C.	T.C.F.B.	4	104				

To Mexico

			Specific Commodity				
Coke	P.F.T.B.	159	75				
			Class and Commodity				
C.& C.	P.F.T.B.	9	67				

From Rocky Mountain and Pacific Coast Territory To Central Freight Association Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Fluorspar, etc.	T.C.F.B.	31	105	Shingles, etc.	T.C.F.B.	27	104
Lumber	W.T.L.C.	107	118	"	"	28	105
Lumber, etc.	"	27	104	Sugar	W.T.L.C.	104	118
"	"	28	105	Syrup	"	104	118
Ore, etc.	"	31	105	Vegetables	"	113	119
Potatoes	W.T.L.C.	113	119				
			General Commodity				
G.C.	T.C.F.B.	30	105				
			Class and Commodity				
C.& C.	T.C.F.B.	2	104	C.& C.	T.C.F.B.	3	104

To Eastern Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Beans	W.T.L.C.	134	121	Mohair, etc.	W.T.L.C.	126	120
Bullion, etc.	"	131	121	Ore, etc.	T.C.F.B.	31	105
Copper, etc.	"	131	121	Packing House Products	W.T.L.C.	141	121
Fluorspar, etc.	T.C.F.B.	31	105	Shingles, etc.	T.C.F.B.	17	104
Hides, etc.	W.T.L.C.	126	120	"	"	27	104
Lead, etc.	"	131	121	Skins, etc.	W.T.L.C.	126	120
Lumber, etc.	T.C.F.B.	17	104	Wool, etc.	"	126	120
"	"	27	104				
Meats, etc.	W.T.L.C.	141	121				
			General Commodity				
G.C.	T.C.F.B.	30	105				
			Class and Commodity				
C.& C.	T.C.F.B.	2	104	C.& C.	T.C.F.B	3	104

To Rocky Mountain and Pacific Coast Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Apples	P.F.T.B.	130	73	Cottonseed Meal, etc.	P.F.T.B.	119	73
Boilers	"	162	75	Exhibits	"	21	67
Bullion, etc.	"	33	68	Flour	"	136	74
Cement	"	88	71	Fruit	"	50	69
Cereals	"	136	74	"	"	58	70
Coal	"	94	72	"	"	60	70
Coal, etc.	"	100	72	"	"	65	70
Coke, etc.	"	100	72	"	"	126	73
Copper Matte, etc.	"	33	68	Fuel Wood, etc.	N.P.C.F.B.	15	64
Cottonseed Cake, etc.	"	119	73	Grain	P.F.T.B.	136	74

From Rocky Mountain and Pacific Coast Territory To Rocky Mountain and Pacific Coast Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
Specific Commodity—Con'd							
Gravel	N.P.C.F.B.	25	65	Pulp, etc	N.P.C.F.B.	15	64
"	P.F.T.B.	90	72	Pulverizers, etc	P.F.T.B.	102	72
Iron Articles	"	145	74	Rock	"	90	72
Live Stock	N.P.C.F.B.	19	64	Sand	N.P.C.F.B.	25	65
"	P.F.T.B.	84	71	Sheep	P.F.T.B.	112	72
"	"	87	71	Shingles, etc	T.C.F.B.	18	103
"	"	154	74	Slag, etc	P.F.T.B.	33	68
"	S.W.F.B.	53	95	Steel Articles	"	145	74
"	"	76	98	Stone	N.P.C.F.B.	25	65
Lumber	P.F.T.B.	79	71	Sugar	W.T.L.C.	104	118
"	"	117	73	Syrup	"	104	118
Lumber, etc	"	48	69	Tube Mills, etc	P.F.T.B.	102	72
"	"	53	70	Vegetables	"	50	69
"	"	103	72	"	"	58	70
"	T.C.F.B.	18	104	"	"	60	70
Machinery	P.F.T.B.	160	75	"	"	65	70
Marble	"	98	72	"	"	82	71
Milk	"	83	71	"	"	126	73
Ore, etc	"	33	68	Wood, etc	N.P.C.F.B.	15	64
Petroleum, etc	N.P.C.F.B.	14	64				
General Commodity							
G.C.	N.P.C.F.B.	5	64	G.C.	P.F.T.B.	116	73
"	P.F.T.B.	1	66	"	"	131	74
"	"	6	66	"	"	133	74
"	"	29	68	"	"	144	74
"	"	35	69	"	"	147	74
"	"	54	70	"	"	153	74
"	"	74	71				
Class and Commodity							
C.& C.	N.P.C.F.B.	1	64	C.&C.	P.F.T.B.	38	69
"	"	2	64	"	"	42	69
"	P.F.T.B.	2	66	"	"	44	69
"	"	4	66	"	"	45	69
"	"	7	66	"	"	51	69
"	"	8	66	"	"	71	71
"	"	11	67	"	"	97	72
"	"	13	67	"	"	120	73
"	"	16	67	"		128	73
"	"	23	67	"		149	74
"	"	24	68	"	S.W.F.B.	17	90
"	"	26	68	"	T.C.F.B.	61	105
"	"	30	68	"	"	59	105
"	"	31	68	"	W.T.L.C.	120	120
"	"	34	68				

From Rocky Mountain and Pacific Coast Territory
To Rocky Mountain and Pacific Coast Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
				Class			
Class	P.F.T.B.	28	68	Class	P.F.T.B.	85	71
"	"	55	70	"	"	148	74
To Southeastern Territory							
				Specific Commodity			
Fluorspar, etc	T.C.F.B.	31	105	Ore, etc	T.C.F.B.	31	105
Hay	W.T.L.C.	119	119	Potatoes	W.T.L.C.	113	119
Live Stock	S.W.F.B.	76	98	Shingles, etc	T.C.F.B.	27	104
Lumber	W.T.L.C.	107	118	"	"	28	105
Lumber, etc	T.C.F.B.	27	104	Straw	W.T.L.C.	119	119
"	"	28	105	Vegetables	"	113	119
				General Commodity			
G.C.	T.C.F.B.	30	105				
				Class and Commodity			
C.& C.	T.C.F.B.	2	104	C.& C.	W.T.L.C.	124	120
"	"	3	104				
To Southwestern Territory							
				Specific Commodity			
Alcohol	P.F.T.B.	113	73	Lumber, etc	P.F.T.B.	48	69
Apples	"	130	73	"	T.C.F.B.	18	104
Bullion, etc	"	33	68	"	"	27	104
Copper Matte, etc.	"	33	68	"	"	28	105
Fluorspar, etc	T.C.F.B.	31	105	Ore, etc	"	31	105
Glycerine	P.F.T.B.	113	73	"	P.F.T.B.	33	68
Grain	S.W.F.B.	81	98	Potatoes	W.T.L.C.	113	119
Grain, etc	"	32	92	Seed, etc	S.W.F.B.	32	92
"	"	47	94	"	"	47	94
Grain Products	"	81	98	Shingles, etc	T.C.F.B.	18	104
Hay, etc	"	32	92	"	"	27	104
"	"	47	94	"	"	28	104
Lemons	P.F.T.B.	114	73	Slag, etc	P.F.T.B.	33	68
Live Stock	"	154	74	Straw, etc	S.W.F.B.	32	92
"	S.W.F.B.	29	92	"	"	47	94
"	"	52	95	Sugar	W.T.L.C.	104	118
"	"	76	98	Sulphuric Acid	P.F.T.B.	113	73
Lumber	P.F.T.B.	117	73	Syrup	W.T.L.C.	104	118
"	W.T.L.C.	107	118	Vegetables	"	113	119
				General Commodity			
G.C.	P.F.T.B.	6	66	G.C.	T.C.F.B.	30	105

From Rocky Mountain and Pacific Coast Territory To Southwestern Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Class and Commodity				
C.& C.	P.F.T.B.	4	66	C.& C.	P.F.T.B.	38	69
"	"	11	67	"	S.W.F.B.	14	90
"	"	13	67	"	"	17	90
"	"	16	67	"	T.C.F.B.	2	104
"	"	26	68	"	"	3	104
"	"	31	68	"	W.T.L.C.	124	120
"	"	34	68				
			Class				
Class	P.F.T.B.	148	74				

To Western Trunk Line Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Coal	W.T.L.C.	140	121	Lumber, etc.	T.C.F.B.	28	105
Fluorspar, etc.	T.C.F.B.	31	105	Ore, etc.	"	31	105
Fruit	P.F.T.B.	58	70	Potatoes	W.T.L.C.	113	119
"	"	60	70	Shingles, etc.	T.C.F.B.	18	104
Live Stock	N.P.C.F.B.	20	64	"	"	27	104
"	S.W.F.B.	52	95	"	"	28	105
"	"	53	95	Sugar	W.T.L.C.	104	118
"	"	76	98	Syrup	"	104	118
Lumber	W.T.L.C.	107	118	Vegetables	P.F.T.B.	58	70
Lumber, etc.	T.C.F.B.	18	104	"	"	60	70
"	"	27	104				
			General Commodity				
G.C.	T.C.F.B.	30	104				
			Class and Commodity				
C.& C.	P.F.T.B.	2	66	C.& C.	W.T.L.C.	33	111
"	"	45	69	"	"	116	119
"	T.C.F.B.	2	104	"	"	120	120
"	"	3	104				

To Canada

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Bullion, etc.	W.T.L.C.	131	121	Lumber, etc.	T.C.F.B.	27	104
Copper, etc.	"	131	121	Petroleum, etc.	N.P.C.F.B.	14	64
Fruits	P.F.T.B.	39	69	Pulp, etc.	"	15	64
"	"	50	69	Shingles, etc.	T.C.F.B.	16	104
Fuel Wood, etc.	N.P.C.F.B.	15	64	"	"	27	104
Lead, etc.	W.T.L.C.	131	121	Vegetables	P.F.T.B.	39	69
Live Stock	N.P.C.F.B.	19	64	"	"	50	69
"	"	20	64	"	W.T.L.C.	113	119
Lumber	W.T.L.C.	107	118	Wood, etc.	N.P.C.F.B.	15	64
Lumber, etc.	T.C.F.B.	16	104				

From Rocky Mountain and Pacific Coast Territory
To Canada—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			General Commodity				
G.C.	N.P.C.F.B.	5	64	G.C.	T.C.F.B.	30	105
"	P.F.T.B.	6	66				
			Class and Commodity				
C.& C.	N.P.C.F.B.	1	64	C.& C.	T.C.F.B.	2	104
"	"	2	64	"	"	3	104

To Mexico

			Specific Commodity				
Coal	P.F.T.B.	100	72	Coke	P.F.T.B.	100	72
			General Commodity				
G.C.	P.F.T.B.	20	67	G.C.	P.F.T.B.	59	70
"	"	29	68	"	"	66	70
			Class and Commodity				
C.& C.	P.F.T.B.	8	66				

From Southeastern Territory
To Central Freight Association Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
Specific Commodity							
Canned Goods	A.F.T.B.	†	11	Locomotives, etc.	L.F.T.B.	113	61
Cast Iron Pipe	L.F.T.B.	23	51	Lumber	"	22	51
Cement	A.F.T.B.	†	11	"	"	57	55
Cigarettes, etc.	R.F.T.B.	†	76	Lumber, etc.	A.F.T.B.	†	21
Cigars	A.F.T.B.	†	11	"	"	†	13
Cigars, etc.	R.F.T.B.	†	76	"	L.F.T.B.	50	54
Clay	L.F.T.B.	10	50	"	"	51	54
Clay, etc.	A.F.T.B.	†	11	Military Equip't.	A.F.T.B.	†	22
Coke, etc.	"	†	11	Molasses, etc.	N.O.F.T.B.	†	63
Cotton, etc.	"	†	20	Naval Stores	L.F.T.B.	62	56
Cotton Goods, etc.	"	†	11	Peanuts	R.F.T.B.	†	77
Cottonseed Oil etc.	L.F.T.B.	27	51	Pig Iron	L.F.T.B.	18	50
Cottonseed Products	A.F.T.B.	†	12	Pipe, etc.	"	23	51
Fertilizer Material	"	†	12	Steel	"	47	54
Fittings, etc.	L.F.T.B.	23	51	Sugar, etc.	N.O.F.T.B.	†	63
Fruit	A.F.T.B.	†	21	Sulphuric Acid	A.F.T.B.	†	19
"	N.O.F.T.B.	†	63	Syrup, etc.	N.O.F.T.B.	†	63
"	"	†	63	Tobacco	A.F.T.B.	†	21
Iron	L.F.T.B.	47	54	"	"	†	23
"	"	18	50	Tobacco, etc.	R.F.T.B.	†	76
Lime	A.F.T.B.	†	13	Vegetables	N.O.F.T.B.	†	63
				Watermelons	A.F.T.B.	†	14
General Commodity							
G.C.	L.F.T.B.	49	54				
Class and Commodity							
C.& C.	A.F.T.B.	†	15	C.&C.	L.F.T.B.	64	56
"	"	†	17	"	"	66	56
"	"	†	18	"	"	72	57
"	"	†	19	"	"	82	58
"	G.F.F.C.	1017	46	"	"	83	58
"	L.F.T.B.	11	50	"	N.O.F.T.B.	†	63
"	"	19	51				
Class							
Class	L.F.T.B.	34	52				

To Eastern Territory

Specific Commodity							
Canned Goods	A.F.T.B.	†	11	Clay	L.F.T.B.	10	50
Cast Iron Pipe	L.F.T.B.	23	51	Clay, etc.	A.F.T.B.	†	11
Cigarettes, etc.	R.F.T.B.	†	76	Cotton, etc.	"	†	22
Cigars	A.F.T.B.	†	11	"	R.F.T.B.	†	76
Cigars, etc.	R.F.T.B.	†	76				

From Southeastern Territory
To Eastern Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
Specific Commodity—Con'd							
Cotton Factory Products	R.F.T.B.	†	76	Lumber, etc.	A.F.T.B.	†	13
Cotton Goods	A.F.T.B.	†	20	"	"	†	21
Cotton Goods, etc.	"	†	11	"	L.F.T.B.	50	54
Cottonseed Oil, etc.	L.F.T.B.	27	51	"	"	51	54
Cottonseed Products	A.F.T.B.	†	12	"	R.F.T.B.	†	85
"	R.F.T.B.	†	76	Naval Stores	L.F.T.B.	62	56
Cotton Sweepings, etc	"	†	85	Paper Cones	R.F.T.B.	†	84
Fittings, etc.	L.F.T.B.	23	51	Paper Tubes	"	†	84
Fruit	A.F.T.B.	†	21	Peanuts	A.F.T.B.	†	22
"	N.O.F.T.B.	†	63	"	R.F.T.B.	†	77
"	"	†	63	Pig Iron	L.F.T.B.	18	50
Fruits, etc.	A.F.T.B.	†	22	Pipe, etc.	"	23	51
Furniture, etc.	F.R.T.B.	†	84	Steel	L.F.T.B.	47	54
Grape Fruit Juice	"	†	18	Sulphuric Acid	A.F.T.B.	†	19
Handles, etc.	"	†	12	Tobacco	"	†	21
Iron	L.F.T.B.	18	50	"	"	†	23
"	"	47	54	Tobacco, etc.	R.F.T.B.	†	76
Knitting Factory Products	R.F.T.B.	†	76	Vegetables	N.O.F.T.B.	†	63
				Vegetables, etc.	A.F.T.B.	†	22
				Vehicle Material, etc.	"	†	12
				Watermelons	"	†	14
Class and Commodity							
C.& C.	A.F.T.B.	†	14	C.& C.	L.F.T.B.	38	53
"	"	†	16	"	"	48	54
"	"	†	17	"	N.O.F.T.B.	†	63
"	L.F.T.B.	78	58	"	R.F.T.B.	†	85

To Rocky Mountain and Pacific Coast Territory

Specific Commodity							
Canned Goods	A.F.T.B.	†	11	Iron Articles	W.T.L.C.	100	117
Cigarettes	W.T.L.C.	105	118	Live Stock	S.W.F.B.	76	98
Cigars	A.F.T.B.	†	11	Lumber	"	50	95
"	W.T.L.C.	105	118	"	W.T.L.C.	107	118
Clay	L.F.T.B.	10	50	Steel Articles	"	100	117
Fruit	A.F.T.B.	†	21	Tobacco	"	105	118
Iron	W.T.L.C.	100	117	Watermelons	A.F.T.B.	†	14
General Commodity							
G.C.	T.C.F.B.	29	105				
Class and Commodity							
C.& C.	A.F.T.B.	†	17	C.& C.	W.T.L.C.	124	120

From Southeastern Territory
To Southeastern Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
				Specific Commodity			
Canned Goods	A.F.T.B.	†	11	Live Stock	S.W.F.B.	76	98
Cast Iron Pipe	L.F.T.B.	23	51	"	L.F.T.B.	100	60
Cement	A.F.T.B.	†	11	Locomotives, etc.	"	113	61
"	"	†	22	Lumber	A.F.T.B.	†	22
Cigarettes, etc.	R.F.T.B.	†	76	"	L.F.T.B.	22	51
Cigars	A.F.T.B.	†	11	Lumber, etc.	A.F.T.B.	†	13
Cigars, etc.	R.F.T.B.	†	76	"	"	†	23
Clay, etc.	A.F.T.B.	†	11	Manure	"	†	19
Clay Products	R.F.T.B.	†	79	"	L.F.T.B.	68	57
Coal and Coke	A.F.T.B.	†	19	Marl, etc.	A.F.T.B.	†	21
Coke, etc.	"	†	11	Military Equipment	"	†	22
Corn, etc.	L.F.T.B.	98	60	Naval Stores	L.F.T.B.	62	56
Cotton	R.F.T.B.	†	83	Oats, etc.	"	98	60
Cotton, etc.	A.F.T.B.	†	19	Oil, etc.	S.W.F.B.	4	88
Cotton Goods etc.	"	†	12	Packing House Products, etc.	"	33	92
"	"	†	23	Paper Cones	R.F.T.B.	†	84
Cottonseed, etc.	S.W.F.B.	4	88	Paper Tubes	"	†	84
"	"	40	93	Peanut Meal, etc.	A.F.T.B.	†	20
Cottonseed Meal	A.F.T.B.	†	20	Peanuts	"	†	22
Cottonseed Oil, etc.	L.F.T.B.	27	51	"	R.F.T.B.	†	77
Cottonseed Products	A.F.T.B.	†	12	Petroleum, etc.	A.F.T.B.	†	18
Dairy Products, etc.	S.W.F.B.	33	92	"	L.F.T.B.	16	50
Egg Case Material	L.F.T.B.	115	61	"	R.F.T.B.	†	79
Feed, etc.	"	99	60	"	"	†	84
Fertiliser, etc.	R.F.T.B.	†	77	Phosphate Plaster	A.F.T.B.	†	21
"	S.W.F.B.	33	92	Pig Iron	L.F.T.B.	18	50
Fertilizer Material	A.F.T.B.	†	12	Pipe, etc.	"	23	51
Fittings, etc.	L.F.T.B.	23	51	Rails, etc.	R.F.T.B.	†	78
Fruit	A.F.T.B.	†	21	Railway Track Material	"	†	78
"	N.O.F.T.B.	†	63	Soya Bean Meal, etc.	A.F.T.B.	†	20
Fruits, etc.	A.F.T.B.	†	22	Steel	L.F.T.B.	47	54
Furniture, etc.	R.F.T.B.	†	84	Steel Articles	"	110	61
Grain, etc.	L.F.T.B.	33	52	Sugar	A.F.T.B.	†	14
"	"	36	53	"	L.F.T.B.	40	53
"	"	94	60	"	R.F.T.B.	†	78
"	"	99	60	Sulphuric Acid	A.F.T.B.	†	19
Grape Fruit Juice	A.F.T.B.	†	18	Tallow, etc.	S.W.F.B.	40	93
Handles, etc.	"	†	12	Tobacco	A.F.T.B.	†	21
Hay, etc.	L.F.T.B.	33	52	"	"	†	23
"	"	36	53	Tobacco, etc.	R.F.T.B.	†	76
Household Goods	"	29	52	Vegetables	"	†	83
Iron	L.F.T.B.	18	50	Vegetables, etc.	A.F.T.B.	†	22
"	"	47	54	Vehicle Material, etc.	"	†	12
Iron Articles	"	110	61				
Lime	A.F.T.B.	†	13				

From Southeastern Territory
To Southeastern Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
General Commodity							
G.C.	A.F.T.B.	†	14	G.C.	L.F.T.B.	20	51
"	"	†	20	"	"	32	52
"	"	†	21	"	"	35	52
"	L.F.T.B.	2	49	"	"	55	55
"	"	3	49	"	"	77	57
"	"	15	50				
Class and Commodity							
C.& C.	A.F.T.B.	†	14	C.& C.	L.F.T.B.	45	53
"	"	†	15	"	"	46	53
"	"	†	16	"	"	52	54
"	"	†	17	"	"	53	55
"	"	†	18	"	"	56	55
"	"	†	19	"	"	64	56
"	"	†	20	"	"	66	56
"	"	†	21	"	"	69	57
"	G.F.F.C.	1000	45	"	"	71	57
"	"	1009	45	"	"	72	57
"	"	1012	45	"	"	78	58
"	L.F.T.B.	5	49	"	"	82	58
"	"	6	49	"	"	87	59
"	"	7	49	"	"	96	60
"	"	9	50	"	"	111	61
"	"	11	50	"	N.O.F.T.B.	†	63
"	"	13	50	"	R.F.T.B.	†	79
"	"	19	51	"	"	†	80
"	"	21	51	"	"	†	83
"	"	24	51	"	"	†	85
"	"	25	51				
Class							
Class	A.F.T.B.	†	20	Class	L.F.T.B.	30	52
"	"	†	21	"	"	34	52
"	L.F.T.B.	1	49	"	"	54	55

To Southwestern Territory

Specific Commodity							
Canned Goods	A.F.T.B.	†	11	Cotton, etc.	A.F.T.B.	†	19
Cast Iron Pipe	F.L.T.B.	23	51	Cottonseed, etc.	S.W.F.B.	4	88
Cement	A.F.T.B.	†	11	"	"	40	93
"	S.W.F.B.	90	99	Cottonseed Oil, etc.	L.F.T.B.	27	51
Cigars	A.F.T.B.	†	11	Dairy Products, etc.	S.W.F.B.	33	92
Clay	L.F.T.B.	10	50	Fertilizer, etc.	R.F.T.B.	†	77
Coal, etc.	S.W.F.B.	36	93	"	S.W.F.B.	33	92
Coke, etc.	"	36	93				
Corn, etc.	L.F.T.B.	98	60				

From Southeastern Territory
To Southwestern Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
Specific Commodity—Con'd							
Fertilizer Material	A.F.T.B.	†	12	Oil, etc.	S.W.F.B.	4	88
Fittings, etc.	L.F.T.B.	23	51	Packing House Products, etc.	"	33	92
Fruit	A.F.T.B.	†	21	Paper Cones	R.F.T.B.	†	84
"	S.W.F.B.	93	99	Paper Tubes	"	†	84
Furniture, etc.	R.F.T.B.	†	84	Peanuts	"	†	77
Grain, etc.	S.W.F.B.	25	91	Peanut Shells, etc.	S.W.F.B.	25	91
Hay, etc.	"	25	91	Pig Iron	L.F.T.B.	18	50
Iron	L.F.T.B.	18	50	Pipe, etc.	"	23	51
"	"	47	54	Seeds, etc.	S.W.F.B.	25	91
Lime	A.F.T.B.	†	13	Steel	L.F.T.B.	47	54
Live Stock	S.W.F.B.	29	92	Steel Articles	"	110	61
"	"	76	98	Sugar	R.F.T.B.	†	78
Lumber	A.F.T.B.	†	21	Sugar, etc.	N.O.F.T.B.	†	63
"	S.W.F.B.	50	95	Syrup, etc.	"	†	63
"	"	63	96	Tallow, etc.	S.W.F.B.	40	93
Lumber, etc.	L.F.T.B.	67	56	Tobacco	A.F.T.B.	†	21
"	R.F.T.B.	†	83	Vegetables	S.W.F.B.	93	99
Molasses, etc.	N.O.F.T.B.	†	63	Watermelons	A.F.T.B.	†	14
Naval Stores	L.F.T.B.	62	56				
Oats, etc.	"	98	60				
General Commodity							
G.C.	L.F.T.B.	77	57				
Class and Commodity							
C.& C.	A.F.T.B.	†	15	C.& C.	S.W.F.B.	2	88
"	"	†	17	"	"	5	88
"	G.F.F.C.	1000	45	"	"	8	89
"	"	1017	46	"	"	28	92
"	L.F.T.B.	25	51	"	"	45	94
"	"	72	57	"	"	58	96
"	R.F.T.B.	†	79	"	"	64	96
"	"	†	83	"	"	82	98
"	S.W.F.B.	1	87				
Class							
Class	S.W.F.B.	49	95				

To Western Trunk Line Territory

Specific Commodity							
Canned Goods	A.F.T.B.	†	11	Clay	L.F.T.B.	10	50
Cast Iron Pipe	L.F.T.B.	23	51	Clay, etc.	A.F.T.B.	†	11
Cement	A.F.T.B.	†	11	Cotton, etc.	"	†	20
Cigarettes, etc.	R.F.T.B.	†	76	Cotton Goods, etc.	"	†	11
Cigars	A.F.T.B.	†	11	Cottonseed, etc.	S.W.F.B.	4	88
Cigars, etc.	R.F.T.B.	†	76	"	"	12	89

From Southeastern Territory
To Western Trunk Line Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
Specific Commodity—Con'd							
Cottonseed	S.W.F.B.	40	93	Lumber, etc	L.F.T.B.	50	54
Cottonseed Oil, etc	L.F.T.B.	27	51	"	"	51	54
Cottonseed Products	A.F.T.B.	†	12	"	"	67	56
Dairy Products, etc	S.W.F.B.	33	92	"	"	80	58
Fertiliser, etc	"	33	92	Molasses, etc	N.O.F.T.B.	†	63
Fittings, etc	L.F.T.B.	23	51	Naval Stores	L.F.T.B.	62	56
Fruit	A.F.T.B.	†	21	Oil, etc	S.W.F.B.	4	88
"	N.O.F.T.B.	†	63	Packing House Products, etc	"	33	92
Furniture, etc	R.F.T.B.	†	84	Peanuts	R.F.T.B.	†	77
Iron	L.F.T.B.	18	50	Pig Iron	L.F.T.B.	18	50
"	"	47	54	Pipe, etc	"	23	51
"	W.T.L.C.	98	117	Steel	L.F.T.B.	47	54
Iron Articles	W.T.L.C.	98	117	Steel Articles	W.T.L.C.	98	117
Live Stock	S.W.F.B.	76	98	Sugar, etc	N.O.F.T.B.	†	63
Lumber	"	50	95	Syrup, etc	"	†	63
"	W.T.L.C.	125	120	Tallow, etc	S.W.F.B.	12	89
Lumber, etc	A.F.T.B.	†	13	"	"	40	93
"	"	†	21	Tobacco, etc	R.F.T.B.	†	76
				Vegetables	N.O.F.T.B.	†	63
				Watermelons	A.F.T.B.	†	14
General Commodity							
G.C.	L.F.T.B.	49	54				
Class and Commodity							
C.& C.	A.F.T.B.	†	17	C.& C.	N.O.F.T.B.	†	63
"	G.F.F.C.	1017	46	"	S.W.F.B.	5	88
"	L.F T.B.	53	55	"	W.T.L.C.	1	106
"	"	66	56	"	"	106	118
"	"	19	51	"	"	122	120
"	L.F.T.B.	116	61				
Class							
Class	L.F.T.B.	34	52				

To Canada

Specific Commodity							
Cigarettes, etc	R.F.T.B.	†	76	Cotton Goods	R.F.T.B.	†	20
Cigars, etc	"	†	76	Cotton Goods, etc.	"	†	11
Clay	L.F.T.B.	10	50	Cottonseed Products	"	†	12
Clay, etc	A.F.T.B.	†	11	Cottonseed Products	"	†	76
Cotton, etc	"	†	22	Fruit	N.O.F.T.B.	†	63
"	R.F.T.B.	†	76	Fruits, etc	A.F.T.B.	†	22
Cotton Factory Products	"	†	76				

From Southeastern Territory
To Central Freight Association Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
Specific Commodity							
Canned Goods	A.F.T.B.	†	11	Locomotives, etc.	L.F.T.B.	113	61
Cast Iron Pipe	L.F.T.B.	23	51	Lumber	"	22	51
Cement	A.F.T.B.	†	11	"	"	57	55
Cigarettes, etc.	R.F.T.B.	†	76	Lumber, etc.	A.F.T.B.	†	21
Cigars	A.F.T.B.	†	11	"	"	†	13
Cigars, etc.	R.F.T.B.	†	76	"	L.F.T.B.	50	54
Clay	L.F.T.B.	10	50	"	"	51	54
Clay, etc.	A.F.T.B.	†	11	Military Equip't.	A.F.T.B.	†	22
Coke, etc.	"	†	11	Molasses, etc.	N.O.F.T.B.	†	63
Cotton, etc.	"	†	20	Naval Stores	L.F.T.B.	62	56
Cotton Goods, etc.	"	†	11	Peanuts	R.F.T.B.	†	77
Cottonseed Oil etc.	L.F.T.B.	27	51	Pig Iron	L.F.T.B.	18	50
Cottonseed Products	A.F.T.B.	†	12	Pipe, etc.	"	23	51
Fertilizer Material	"	†	12	Steel	"	47	54
Fittings, etc.	L.F.T.B.	23	51	Sugar, etc.	N.O.F.T.B.	†	63
Fruit	A.F.T.B.	†	21	Sulphuric Acid	A.F.T.B.	†	19
"	N.O.F.T.B.	†	63	Syrup, etc.	N.O.F.T.B.	†	63
"	"	†	63	Tobacco	A.F.T.B.	†	21
Iron	L.F.T.B.	47	54	"	"	†	23
"	"	18	50	Tobacco, etc.	R.F.T.B.	†	76
Lime	A.F.T.B.	†	13	Vegetables	N.O.F.T.B.	†	63
				Watermelons	A.F.T.B.	†	14
General Commodity							
G.C.	L.F.T.B.	49	54				
Class and Commodity							
C.& C.	A.F.T.B.	†	15	C.&C.	L.F.T.B.	64	56
"	"	†	17	"	"	66	56
"	"	†	18	"	"	72	57
"	"	†	19	"	"	82	58
"	G.F.F.C.	1017	46	"	"	83	58
"	L.F.T.B.	11	50	"	N.O.F.T.B.	†	63
"	"	19	51				
Class							
Class	L.F.T.B.	34	52				

To Eastern Territory

Specific Commodity							
Canned Goods	A.F.T.B.	†	11	Clay	L.F.T.B.	10	50
Cast Iron Pipe	L.F.T.B.	23	51	Clay, etc.	A.F.T.B.	†	11
Cigarettes, etc.	R.F.T.B.	†	76	Cotton, etc.	"	†	22
Cigars	A.F.T.B.	†	11	"	R.F.T.B.	†	76
Cigars, etc.	R.F.T.B.	†	76				

From Southeastern Territory To Eastern Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
Specific Commodity—Con'd							
Cotton Factory Products	R.F.T.B.	†	76	Lumber, etc.	A.F.T.B.	†	13
Cotton Goods	A.F.T.B.	†	20	"	"	†	21
Cotton Goods, etc.	"	†	11	"	L.F.T.B.	50	54
Cottonseed Oil, etc.	L.F.T.B.	27	51	"	"	51	54
Cottonseed Products	A.F.T.B.	†	12	"	R.F.T.B.	†	85
"	R.F.T.B.	†	76	Naval Stores	L.F.T.B.	62	56
Cotton Sweepings, etc	"	†	85	Paper Cones	R.F.T.B.	†	84
Fittings, etc.	L.F.T.B.	23	51	Paper Tubes	"	†	84
Fruit	A.F.T.B.	†	21	Peanuts	A.F.T.B.	†	22
"	N.O.F.T.B.	†	63	"	R.F.T.B.	†	77
"	"	†	63	Pig Iron	L.F.T.B.	18	50
Fruits, etc.	A.F.T.B.	†	22	Pipe, etc.	"	23	51
Furniture, etc.	F.R.T.B.	†	84	Steel	L.F.T.B.	47	54
Grape Fruit Juice	"	†	18	Sulphuric Acid	A.F.T.B.	†	19
Handles, etc.	"	†	12	Tobacco	"	†	21
Iron	L.F.T.B.	18	50	"	"	†	23
"	"	47	54	Tobacco, etc.	R.F.T.B.	†	76
Knitting Factory Products	R.F.T.B.	†	76	Vegetables	N.O.F.T.B.	†	63
				Vegetables, etc.	A.F.T.B.	†	22
				Vehicle Material, etc.	"	†	12
				Watermelons	"	†	14
Class and Commodity							
C.& C.	A.F.T.B.	†	14	C.& C.	L.F.T.B.	38	53
"	"	†	16	"	"	48	54
"	"	†	17	"	N.O.F.T.B.	†	63
"	L.F.T.B.	78	58	"	R.F.T.B.	†	85

To Rocky Mountain and Pacific Coast Territory

Specific Commodity							
Canned Goods	A.F.T.B.	†	11	Iron Articles	W.T.L.C.	100	117
Cigarettes	W.T.L.C.	105	118	Live Stock	S.W.F.B.	76	98
Cigars	A.F.T.B.	†	11	Lumber	"	50	95
"	W.T.L.C.	105	118	"	W.T.L.C.	107	118
Clay	L.F.T.B.	10	50	Steel Articles	"	100	117
Fruit	A.F.T.B.	†	21	Tobacco	"	105	118
Iron	W.T.L.C.	100	117	Watermelons	A.F.T.B.	†	14
General Commodity							
G.C.	T.C.F.B.	29	105				
Class and Commodity							
C.& C.	A.F.T.B.	†	17	C.& C.	W.T.L.C.	124	120

From Southwestern Territory
To Rocky Mountain and Pacific Coast Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Cement	W.T.L.C.	133	121	Live Stock	S.W.F.B.	76	98
Cotton, etc	S.W.F.B.	80	98	Lumber	"	50	95
Cottonseed, etc	"	101	101	"	"	56	95
Cottonseed Oil, etc.	"	62	96	"	W.T.L.C.	107	118
Cottonseed Products	"	101	101	Molasses, etc	S.W.F.B.	37	93
Flour, etc	"	37	93	Rice, etc	"	37	93
Fruits	"	84	99	Soap Stock, etc	"	62	96
Live Stock	P.F.T.B.	154	74	Straw, etc	"	37	93
"	S.W.F.B.	29	92	Sugar, etc	"	37	93
"	"	53	95	Vegetables	"	84	99
			General Commodity				
G.C.	P.F.T.B.	6	66	G.C.	T.C.F.B.	29	105
"	S.W.F.B.	69	97				
			Class and Commodity				
C.& C.	P.F.T.B.	4	66	C.& C.	P.F.T.B.	34	68
"	"	11	67	"	"	38	69
"	"	13	67	"	S.W.F.B.	6	89
"	"	16	67	"	"	17	90
"	"	26	68	"	"	34	92
"	"	31	68	"	W.T.L.C.	124	120
			Class				
Class	P.F.T.B.	148	74				

To Southeastern Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Asphalt, etc	S.W.F.B.	35	93	Hay, etc	S.W.F.B.	23	91
Berries	"	74	97	Hides, etc	"	16	90
Cotton, etc	"	80	98	Live Stock	"	29	92
Cotton Fabrics, etc	"	11	89	"	"	76	98
Cotton Mill Products	"	11	89	Melons	"	13	90
Cottonseed, etc	"	4	88	"	"	74	97
"	"	40	93	Molasses, etc	"	37	93
Dairy Products, etc.	"	33	92	Naval Stores	L.F.T.B.	62	56
Fertilizer, etc	"	33	92	Oil, etc	S.W.F.B.	4	88
Flour, etc	"	37	93	Ore, etc	W.T.L.C.	87	116
Fruits	"	13	90	Ores	S.W.F.B.	10	89
"	"	74	97	Packing House Products, etc	"	33	92
"	"	84	99	Petroleum, etc	G.F.F.C.	1020	46
Glycerine, etc	T.L.T.B.	24	102	"	S.W.F.B.	35	93
Grain, etc	L.F.T.B.	94	60	Resin, etc	T.L.T.B.	24	102
"	S.W.F.B.	23	91	Rice, etc	S.W.F.B.	37	93

From Southwestern Territory To Southeastern Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity—Con'd				
Rubber, etc.	T.L.T.B.	24	102	Tallow, etc.	S.W.F.B.	40	93
Seeds, etc.	S.W.F.B.	23	91	Turpentine, etc.	T.L.T.B.	24	102
Sisal, etc.	T.L.T.B.	24	101	Type Metal, etc.	"	24	102
Straw, etc.	S.W.F.B.	23	91	Vegetables	S.W.F.B.	13	90
"	"	37	93	"	"	74	97
Sugar, etc.	"	37	93	"	"	84	99
Tallow, etc.	"	16	90	Wool, etc.	"	16	90
			Class and Commodity				
C.& C.	G.F.F.C.	1009	45	C.&C.	S.W.F.B.	9	89
"	L.F.T.B.	71	57	"	"	28	92
"	"	78	58	"	"	34	92
"	"	87	59	"	"	82	98
"	S.W.F.B.	8	89				
			Class				
Class	S.W.F.B.	49	95				

To Southwestern Territory

			Specific Commodity				
Asphalt, etc.	S.W.F.B.	35	93	Dairy Products, etc.	S.W.F.B.	33	92
Berries	"	74	97	Fertilizer, etc.	"	33	92
Castor Beans	"	67	97	Flour, etc.	"	37	93
Cement	"	90	99	Fruits	"	13	90
Cement-Plaster	"	3	88	"	"	74	97
"	"	31	92	"	"	84	99
Coal	"	83	99	"	"	89	99
Coal, etc.	"	19	90	Fuel Wood	"	99	100
"	"	36	93	Glass	"	57	96
"	"	78	98	Glassware	"	57	96
Coke	"	83	99	Glycerine, etc.	T.L.T.B.	24	102
Coke, etc.	"	19	90	Grain, etc.	S.W.F.B.	23	91
"	"	36	93	"	"	32	92
"	"	78	98	"	"	39	93
Cordwood	S.W.F.B.	99	100	"	"	47	94
Cotton, etc.	"	43	94	Hay, etc.	"	23	91
"	"	80	98	"	"	32	92
Cotton Fabrics, etc.	"	11	89	"	"	47	94
Cotton Mill Products	"	11	89	Iron Articles	L.F.T.B.	110	61
Cottonseed, etc.	"	4	88	Live Stock	S.W.F.B.	7	89
"	"	40	93	"	"	29	92
"	"	85	99	"	"	52	95
Cottonseed Products	T.L.T.B.	37	103	"	"	76	98
Cottonseed Products, etc.	S.W.F.B.	85	99	Lumber	"	48	94
				"	"	50	95
				"	"	56	95

From Southwestern Territory
To Southwestern Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
Specific Commodity—Con'd							
Lumber	S.W.F.B.	63	96	Salt	S.W.F.B.	22	91
Manure	"	97	100	Seeds, etc	"	23	91
Melons	"	13	90	"	"	47	94
"	"	74	97	"	"	32	92
Molasses, etc	"	37	93	Sisal, etc	T.L.T.B.	24	102
Naval Stores	L.F.T.B.	62	56	Straw, etc	S.W.F.B.	23	91
Oil, etc	S.W.F.B.	4	88	"	"	32	92
Ore, etc	W.T.L.C.	87	116	"	"	37	93
Ores	S.W.F.B.	10	89	"	"	47	94
Packing House				Sugar	T.L.T.B.	33	103
Products, etc	"	33	92	Sugar, etc	S.W.F.B.	37	93
Petroleum, etc	G.F.F.C.	1020	46	Sulphur	"	102	101
"	S.W.F.B.	35	93	Tallow, etc	"	40	93
"	"	79	98	Turpentine, etc	T.L.T.B.	24	102
Resin, etc	T.L.T.B.	24	102	Type Metal, etc	"	24	102
Rice	S.W.F.B.	75	97	Vegetables	S.W.F.B.	13	90
Rice, etc	"	37	93	"	"	74	97
Rice Products	"	75	97	"	"	84	99
Rubber, etc	T.L.T.B.	24	102				
General Commodity							
G.C.	P.F.T.B.	6	66	G.C.	S.W.F.B.	71	97
"	S.W.F.B.	27	91				
Class and Commodity							
C.& C.	G.F.F.C.	1017	46	C.&C.	S.W.F.B.	17	90
"	P.F.T.B.	4	66	"	"	21	91
"	"	11	67	"	"	26	91
"	"	13	67	"	"	55	95
"	"	16	67	"	"	58	96
"	"	26	68	"	"	59	96
"	"	31	68	"	"	60	96
"	"	34	68	"	"	95	99
"	"	38	69	"	T.L.T.B.	2	102
"	S.W.F.B.	5	88	"	"	22	102
"	"	8	89	"	"	28	102
"	"	9	89				
Class							
Class	S.W.F.B.	49	95	Class	S.W.F.B.	108	101
"	"	72	97	"	P.F.T.B.	148	74

From Southwestern Territory
To Western Trunk Line Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Asphalt, etc.	S.W.F.B.	35	93	Lumber	W.T.L.C.	125	120
Berries	"	74	97	"	L.F.T.B.	109	61
Cement	W.T.L.C.	133	121	Melons	S.W.F.B.	74	97
Cotton, etc.	S.W.F.B.	43	94	Naval Stores	L.F.T.B.	62	56
Cottonseed, etc.	"	4	88	Oil, etc.	S.W.F.B.	4	88
"	"	12	89	Ore, etc.	W.T.L.C.	87	116
"	"	40	93	Packing House Products, etc.	S.W.F.B.	33	92
Cottonseed Oil, etc.	"	62	96	Petroleum, etc.	"	35	93
Dairy Products, etc.	"	33	92	Resin, etc.	T.L.T.B.	24	102
Fertilizer, etc.	"	33	92	Rubber, etc.	"	24	102
Fruits	"	74	97	Seeds, etc.	S.W.F.B.	23	91
"	"	84	99	Sisal, etc.	T.L.T.B.	24	102
"	W.T.L.C.	101	117	Soap Stock, etc.	S.W.F.B.	62	96
Glycerine, etc.	T.L.T.B.	24	102	Straw, etc.	"	23	91
Grain, etc.	S.W.F.B.	23	91	Sulphur	"	102	101
Hay, etc.	"	23	91	Tallow, etc.	"	12	89
Hides, etc.	"	16	90	"	"	16	90
Live Stock	"	7	89	"	"	40	93
"	"	29	92	Turpentine, etc.	T.L.T.B.	24	102
"	"	52	95	Type Metal, etc.	"	24	102
"	"	53	95	Vegetables	S.W.F.B.	74	97
"	"	76	98	"	"	84	99
Lumber	"	50	95	"	W.T.L.C.	101	117
"	"	56	95	Wool, etc.	S.W.F.B.	16	90
"	"	77	98				
			Class and Commodity				
C.& C.	G.F.F.C.	1017	46	C.& C.	S.W.F.B.	44	94
"	S.W.F.B.	20	90	"	W.T.L.C.	106	118
"	"	34	92	"	"	122	120
"	"	38	93				

To Canada

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Asphalt, etc.	S.W.F.B.	35	93	Molasses, etc.	S.W.F.B.	37	93
Berries	"	74	97	Petroleum, etc.	"	35	93
Cotton, etc.	"	43	94	Rice, etc.	"	37	93
"	"	80	98	Straw, etc.	"	37	93
Flour, etc.	"	37	93	Sugar, etc.	"	37	93
Fruits	"	74	97	Sulphur	"	102	101
"	"	84	99	Tallow, etc.	"	16	90
Hides, etc.	"	16	90	Vegetables	"	74	97
Lumber, etc.	L.F.T.B.	109	61	"	"	84	99
Melons	S.W.F.B.	74	97	Wool, etc.	"	16	90
			General Commodity				
G.C.	P.F.T.B.	6	66				

From Southwestern Territory
To Canada—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Class and Commodity				
C.& C.	S.W.F.B.	34	92	C.& C.	G.F.F.C.	1017	46
			To Mexico				
			Specific Commodity				
Lumber	S.W.F.B.	63	96				
			General Commodity				
G.C.	P.F.T.B.	59	70	G.C.	P.F.T.B.	64	70

From Western Trunk Line Territory To Central Freight Association Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
				Specific Commodity			
Agricultural Implements, etc.	W.T.L.C.	8	108	Malt	W.T.L.C.	71	114
Brick, etc.	"	41	112	Ore, etc.	"	87	116
Bullion, etc.	"	14	109	Packing House Products, etc.	"	32	111
"	"	15	110	Petroleum, etc.	"	90	117
Cement	"	34	111	Pipe, etc.	"	59	113
"	"	132	121	Plaster, etc.	"	29	111
Clay, etc.	"	41	112	Plasterboard, etc.	"	29	111
Conduits	"	69	114	Potatoes	"	76	115
Corn Syrup, etc.	"	68	114	"	"	81	116
Cotton, etc.	S.W.F.B.	80	98	"	"	110	118
Cottonseed Oil, etc.	"	62	96	Rails, etc.	"	59	113
Ferrochrome	W.T.L.C.	144	122	Sand, etc.	"	41	112
Fertilizer, etc.	"	32	111	Sewer Pipe	"	69	114
Grain, etc.	C.F.A.T.B.	401	42	Shingles, etc.	"	88	116
"	W.T.L.C.	68	114	Soap Stock, etc.	S.W.F.B.	62	96
Grain Products	"	71	114	Steel	W.T.L.C.	60	114
Iron	"	60	114	Stoneware	"	2	106
Iron, etc.	"	59	113	"	"	69	114
Iron and Steel Articles	"	60	114	Stucco	"	34	111
Lime	"	34	111	Stucco, etc.	"	29	111
Lumber	S.W.F.B.	77	98	Sugar	"	104	118
"	W.T.L.C.	21	110	Syrup	"	104	118
"	"	44	112	Vegetables	"	110	118
"	"	125	120	Vehicles, etc.	"	8	108
Lumber, etc.	"	48	112	Zinc Ore, etc.	"	14	109
"	"	88	116	"	"	15	110
				General Commodity			
G.C.	I.F.C.	503	47	G.C.	W.T.L.C.	49	112
"	W.T.L.C.	6	107	"	"	50	112
"	"	7	108	"	"	58	113
				Class and Commodity			
C.& C.	C.F.A.T.B.	400	42	C.& C.	S.W.F.B.	34	92
"	I.F.C.	506	47	"	W.T.L.C.	5	107
"	"	513	48	"	"	86	116
"	L.F.T.B.	66	56				
				Class			
Class	C.F.A.T.B.	221	38	Class	I.F.C.	512	48
"	"	256	41	"	L.F.T.B.	34	52
"	"	405	42	"	W.T.L.C.	51	113
"	I.F.C.	505	47				

From Western Trunk Line Territory To Eastern Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Bullion, etc.	W.T.L.C.	14	109	Lumber	W.T.L.C.	4	107
"	"	15	110	Mohair, etc.	"	126	120
"	"	131	121	Ore, etc.	"	25	111
Copper, etc.	"	131	121	Skins, etc.	"	126	120
Cotton, etc.	S.W.F.B.	80	98	Smelter Products	"	25	111
Ferrochrome	W.T.L.C.	144	122	Vegetables	"	9	108
Hides, etc.	"	126	120	Wool, etc.	"	126	120
Lead, etc.	"	131	121	Zinc Ore, etc.	"	14	109
Linseed Oil	"	39	112	"	"	15	110
			General Commodity				
G.C.	W.T.L.C.	67	114	G.C.	W.T.L.C.	79	115
			Class and Commodity				
C.& C.	C.F.A.T.B.	300	41	C.& C.	W.T.L.C.	127	120
"	S.W.F.B.	34	92				

To Rocky Mountain and Pacific Coast Territory

			Specific Commodity				
Cement	W.T.L.C.	133	121	Lumber	W.T.L.C.	107	118
Cement, etc.	"	78	115	Petroleum, etc.	"	108	118
Cotton, etc.	S.W.F.B.	80	98	Plaster, etc.	"	78	115
Cottonseed Oil, etc.	"	62	96	Salt	"	74	115
Lime, etc.	W.T.L.C.	78	115	Soap Stock, etc.	S.W.F.B.	62	96
Live Stock	N.P.C.F.B.	20	64	Stoneware	W.T.L.C.	3	107
"	S.W.F.B.	53	95	Stucco, etc.	"	78	115
"	"	76	98	Sugar	"	104	118
Lumber	"	50	95	Syrup	"	104	118
"	"	56	95				
			General Commodity				
G.C.	T.C.F.B.	29	105				
			Class and Commodity				
C.& C.	P.F.T.B.	2	66	C.& C.	W.T.L.C.	33	111
"	"	45	69	"	"	116	119
"	S.W.F.B.	34	92	"	"	120	120

From Western Trunk Line Territory
To Southeastern Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
				Specific Commodity			
Cotton, etc.	S.W.F.B.	80	98	Ore, etc.	W.T.L.C.	87	116
Cottonseed, etc.	"	4	88	Packing House Products	G.F.F.C.	1019	46
"	"	40	93	Packing House Products	L.F.T.B.	63	56
Dairy Products, etc.	"	33	92	Packing House Products, etc.	S.W.F.B.	33	92
Feed, etc.	L.F.T.B.	59	55	Packing House Products, etc.	W.T.L.C.	32	111
Ferrochrome	W.T.L.C.	144	122	Potatoes	"	10	108
Fertilizer, etc.	S.W.F.B.	33	92	"	"	20	110
"	W.T.L.C.	32	111	"	"	110	118
Grain, etc.	L.F.T.B.	59	55	Tallow, etc.	S.W.F.B.	40	93
Linseed Oil	W.T.L.C.	39	112	Vegetables	W.T.L.C.	110	118
Live Stock	S.W.F.B.	76	98				
Locomotives, etc.	L.F.T.B.	89	59				
Lumber	W.T.L.C.	125	120				
Oil, etc.	S.W.F.B.	4	88				
				General Commodity			
G.C.	C.F.A.T.B.	107	29	G.C.	L.F.T.B.	61	56
"	G.F.F.C	1004	45				
				Class and Commodity			
C.& C.	G.F.F.C.	1002	45	C.& C.	L.F.T.B.	116	61
"	"	1011	45	"	S.W.F.B.	34	92
"	"	1016	45	"	W.T.L.C.	1	106
"	L.F.T.B.	53	55	"	"	80	116
"	"	58	55	"	"	106	118
"	"	66	56	"	"	122	120
"	"	84	58				
				Class			
Class	L.F.T.B.	34	52	Class	L.F.T.B.	60	56

To Southwestern Territory

				Specific Commodity			
Cement	S.W.F.B.	90	99	Fertilizer, etc.	S.W.F.B.	33	92
"	W.T.L.C.	132	121	Grain, etc.	"	32	92
Cement, etc.	"	78	115	"	"	47	94
Coal	"	53	113	Hay, etc.	"	32	92
Coal, etc.	S.W.F.B.	36	93	"	"	47	94
Coffee	W.T.L.C.	64	114	Lime, etc.	W.T.L.C.	78	115
Coke	"	53	113	Live Stock	S.W.F.B.	29	92
Coke, etc.	S.W.F.B.	36	93	"	"	52	95
Cotton, etc.	"	80	98	"	"	76	98
Cottonseed, etc.	"	4	88	Lumber	"	48	94
"	"	40	93	"	"	50	95
Dairy Products, etc.	"	33	92				

From Western Trunk Line Territory To Southwestern Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
Specific Commodity—Con'd							
Lumber	S.W.F.B.	56	95	Salt	S.W.F.B.	22	91
"	"	63	96	"	"	65	96
"	W.T.L.C.	54	113	"	W.T.L.C.	74	115
"	"	125	120	Seeds, etc	S.W.F.B.	32	92
Oil, etc	S.W.F.B.	4	88	Seed, etc	"	47	94
Ore, etc	W.T.L.C.	87	116	Straw, etc	"	32	92
Packing House				"	"	47	94
Products	G.F.F.C.	1019	46	Stucco, etc	W.T.L.C.	78	115
Packing House				Sugar	"	64	114
Products, etc	S.W.F.B.	33	92	"	"	104	118
Petroleum, etc	"	51	95	"	"	117	119
Plaster, etc	W.T.L.C.	78	115	Syrup	"	117	119
Potatoes	"	75	115	"	"	104	118
"	W.T.L.C.	110	118	Tallow, etc	S.W.F.B.	40	93
Rice	S.W.F.B.	75	97	Vegetables	W.T.L.C.	110	118
Rice Products	"	75	97				
General Commodity							
G.C.	G.F.F.C.	1004	45				
Class and Commodity							
C.& C.	G.F.F.C.	1002	45	C.& C.	S.W.F.B.	44	94
"	"	1016	45	"	"	45	94
"	S.W.F.B.	1	87	"	"	58	96
"	"	2	88	"	W.T.L.C.	106	118
"	"	14	90	"	"	122	120
"	"	42	94				

To Western Trunk Line Territory

Specific Commodity							
Asphalt, etc	I.F.C.	511	48	Fertilizer, etc	S.W.F.B.	33	92
Cement	W.T.L.C.	89	116	"	W.T.L.C.	32	111
"	"	132	121	Flue Lining, etc	"	11	109
"	"	133	121	"	"	12	109
Cement, etc	"	78	115	Fruits	"	101	117
Coal	"	53	113	Furniture	"	22	111
"	"	140	121	Glass, Window	"	155	122
"	"	151	122	Grain	"	135	121
Coffee	W.T.L.C.	64	114	"	"	157	122
Coke	W.T.L.C.	53	113	Grain Products	"	135	121
Cottonseed, etc	S.W.F.B.	4	88	Iron Articles	"	130	121
"	"	40	93	Lime, etc	"	78	115
Cottonseed Oil, etc.	"	62	96	Live Stock	S.W.F.B.	52	95
Dairy Products, etc	"	33	92	"	"	53	95
Drain Tile, etc	W.T.L.C.	11	109	"	"	76	98
"	"	12	109	"	W.T.L.C.	150	122

From Western Trunk Line Territory
To Western Trunk Line Territory—Con'd

Kind	Agency	Series	Page	Kind	Agency	Series	Page
				Specific Commodity—Con'd			
Lumber	S.W.F.B.	50	95	Sand	W.T.L.C.	156	122
"	"	56	95	Salt	"	17	110
"	"	77	98	"	"	73	115
"	W.T.L.C.	54	113	"	"	74	115
"	"	55	113	Sewer Pipe, etc.	"	11	109
"	"	125	120	"	"	12	109
Lumber, etc.	"	88	116	Shingles, etc.	"	88	116
"	"	95	117	Soap Stock, etc.	S.W.F.B.	62	96
Oil, etc.	I.F.C.	511	48	Steel Articles	W.T.L.C.	130	121
"	S.W.F.B.	4	88	Stone	"	154	122
Ore, etc.	W.T.L.C.	87	116	Stoneware	"	2	106
Packing House Products, etc.	S.W.F.B.	33	92	"	"	3	107
Packing House Products, etc.	W.T.L.C.	32	111	Structural Iron and Steel	"	114	119
Petroleum, etc.	"	90	117	Stucco	"	29	111
"	"	108	118	"	"	78	115
"	"	149	122	Sugar	"	64	114
"	"	153	122	"	"	104	118
Pitch, etc.	I.F.C.	511	48	"	"	117	119
Plaster, etc.	W.T.L.C.	29	111	Syrup	"	104	118
" "	"	78	115	"	"	117	119
Plasterboard, etc.	"	29	111	Tallow, etc.	S.W.F.B.	40	93
Potatoes	"	70	114	Tar, etc.	I.F.C.	511	48
"	"	75	115	Vegetables	W.T.L.C.	101	117
"	"	81	116	"	"	110	118
"	"	110	118	Wall Coping, etc.	"	11	109
"	"	115	119	"	"	12	109
				General Commodity			
G.C.	I.F.C.	503	47	G.C.	W.T.L.C.	6	107
"	"	504	47	"	"	7	108
"	"	507	47	"	"	50	112
"	"	508	48	"	"	146	122
"	"	509	48				
				Class and Commodity			
C.& C.	I.F.C.	506	47	C.& C.	W.T.L.C.	5	107
"	"	513	48	"	"	13	109
"	L.F.T.B.	53	55	"	"	18	110
"	"	66	56	"	"	33	111
"	P.F.T.B.	2	66	"	"	84	116
"	"	45	69	"	"	91	117
"	S.W.F.B.	34	92	"	"	97	117
"	"	68	97	"	"	111	119
"	W.T.L.C.	1	106	"	"	116	119
				Class			
Class	C.F.A.T.B.	256	41	Class	I.F.C.	512	48
"	I.F.C.	505	47	"	L.F.T.B.	34	52

From Canada
To Southwestern Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Lumber, etc.	T.C.F.B.	18	104	Shingles, etc.	T.C.F.B.	18	104
"	"	28	105	"	"	28	105
			General Commodity				
G.C.	P.F.T.B.	6	66				
			Class and Commodity				
C.& C.	T.C.F.B.	2	104				

To Western Trunk Line Territory

			Specific Commodity				
Lumber	W.T.L.C.	55	113	Shingles, etc.	T.C.F.B.	18	104
Lumber, etc.	T.C.F.B.	18	104	"	"	28	105
"	"	28	105				
			Class and Commodity				
C.& C.	T.C.F.B.	2	104				

To Canada

			Specific Commodity				
Lumber	W.T.L.C.	4	107	Lumber	W.T.L.C.	21	110
			Class and Commodity				
C.& C.	N.P.C.F.B.	1	64	C.& C.	T.C.F.B.	2	104

From Mexico

To Eastern Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			General Commodity				
G.C.	P.F.T.B.	14	67				

To Rocky Mountain and Pacific Coast Territories

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Live Stock	S.W.F.B.	53	95				
			General Commodity				
G.C.	P.F.T.B.	20	67	G.C.	P.T.F.B.	59	70
"	"	29	68	"	"	66	70
			Class and Commodity				
C.& C.	P.F.T.B.	8	66				

To Southwestern Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Live Stock	S.W.F.B.	52	95				
			General Commodity				
G.C.	P.F.T.B.	59	70	G.C.	P.F.T.B.	67	71

To Western Trunk Line Territory

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Live Stock	S.W.F.B.	52	95	Live Stock	S.W.F.B.	53	95

To Canada

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			Specific Commodity				
Citrus Fruits	P.F.T.B.	155	75				

To Mexico

Kind	Agency	Series	Page	Kind	Agency	Series	Page
			General Commodity				
G.C.	P.F.T.B.	29	68				
			Class and Commodity				
C.& C.	P.F.T.B.	8	66				

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ANSPORTATION IN THE
UNITED STATES

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TRANSPORTATION IN THE UNITED STATES

ONE OF A SERIES OF TREATISES IN AN INTERSTATE COMMERCE AND RAILWAY TRAFFIC COURSE

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TRANSPORTATION IN THE UNITED STATES

1. The Importance of Transportation

As transportation is the principal agency used in the handling of traffic, it will be well, in taking up the course in Interstate Commerce and Railway Traffic, to make a brief survey of transportation conditions in the United States. As traffic conditions are often affected by transportation conditions, an understanding of how rail transportation and water transportation are carried on in this country will materially assist in the study of the various subjects that are treated in this course.

Transportation may be considered from different points of view, for it is of vast importance to various groups of persons. It is of daily concern to substantially all *shippers and producers.* It enables them to collect raw materials from points near by and from points many thousands of miles distant. It enables them to ship their wares to markets that may be local, national, or international in extent, and it is one of the forces that directly affects either the prices which they receive or the profits which are yielded by their business. Producers and shippers are universally interested in low transportation charges and adequate freight services.

Consumers, likewise, are directly interested in trans-

rail-and-water route connecting Pittsburgh with Philadelphia, and was completed in 1834. A series of so-called tide-water canals also sprang up in Pennsylvania and New Jersey during the years 1818 to 1840. These canals —the Lehigh, Delaware Division, Delaware and Hudson, Morris, Schuylkill Navigation, and Delaware and Raritan—afforded improved means of conveying coal to the seaboard. In 1829 the Chesapeake and Delaware Canal connected the Chesapeake and Delaware bays. The Chesapeake and Ohio Canal was begun in 1826, with a view to connecting the Potomac valley with the Ohio River, and by 1850 it had reached Cumberland, Maryland. Between 1830 and 1850, Ohio, Indiana, Illinois, and numerous other states constructed canals or aided corporations in their construction.

Meanwhile, the railroad had appeared and soon made the further building of small barge canals inadvisable. The panic of 1837, moreover, which was in part due to over-extension of public and private credit in internal improvements, severely crippled the finances of the states and after 1840 brought about a sudden halt in canal construction.

The modern railroad was the outgrowth of the earlier tramways on which cars were moved by animal power, gravity, or stationary engines. Such a road had been built at Quincy, Mass., as early as 1826; the public-works system of Pennsylvania and the tramways of various Pennsylvania coal companies were also early examples in the construction of steam locomotives. Experiments before 1830 were conducted by various inventors in the United States and abroad, and were rendered successful by the English engineer, Stephenson, when he completed the "Rocket" in 1829.

The pioneer American railroad built for public use was the Baltimore and Ohio, which company was chartered in 1827 and began construction in 1828. In 1830 thirteen miles of line were open for traffic. Construction of other rail lines soon followed—the Charleston and Hamburg in South Carolina in 1829, the Mohawk and Hudson in 1830, the Camden and Amboy in 1830, and the Reading in 1833. By 1835 three lines served Boston.

In 1830 a total of only 23 miles of rail line was in use, and from this beginning sprang a mileage which now aggregates over 250,000 miles.[2] In the decade following 1830, most of the construction centered about the larger Atlantic seaports, and was confined to the seaboard states. In 1840 there were 2818 miles in operation. By 1850 the total mileage had risen to 9,021. Most of the railways were located in the Atlantic coast states, little construction having been done west of the Allegheny Mountains. During the decade 1850 to 1860, however, most of the activity was in the central West, and a number of lines were built in the South. It was the first decade of rapid construction, an aggregate of 30,635 miles being in operation in 1860.

During the last decade, the attention of railway engineers has centered upon the improvement of facilities rather than upon the building of more mileage. Large sums have been expended in the improvement and construction of freight and passenger terminals, yards, sidings, tunnels, equipment, and additional tracks. The country's total railway trackage increased from 258,784 miles in 1900 to nearly 377,102 miles in 1914.[3]

The magnitude of the American railway system is difficult to conceive. During the short period from 1900 to 1912, the freight carried by all American railroads,

[2]This figure considers only a single line of track.
[3]This includes single tracks, additional tracks, yard tracks, and sidings.

including the tonnage received from connecting lines, increased from 1,101,680,000 tons to over 1,976,138,155 tons; and, excluding duplications, it increased from 593,971,000 tons in 1900 to 1,003,054,000 tons in 1911, the latest year for which these data are available. The number of passengers carried likewise increased from 572,865,000 in 1900 to over 994,000,000 in 1912. The freight-ton mileage, or number of tons carried one mile, and the passenger mileage, or number of passengers carried one mile, in 1914, are represented by the stupendous totals of 288,319,890,210 tons and 35,258,497,509, respectively.[4] It is readily seen that a traffic of such vast proportions requires skillful management, careful organization, and abundant facilities.

To handle this growing traffic the railways have found it necessary to improve, and add to, their equipment. The number of freight cars has grown from 1,365,531 in 1900 to over 2,368,000 in 1912, and the number of freight and switching locomotives has increased from 27,217 to over 46,000. The average freight car capacity has risen from 28 tons in 1902 to 39.5 tons in 1914; and the average train load from 296 tons to 383 tons. Freight equipment has been specialized so that, in addition to the ordinary box and flat cars, there are many types of cars, each type especially designed for certain kinds of freight.

There has been an increase not only in the country's total railway system, but also in individual railway lines. One of the most pronounced developments has been the amalgamation of many small independent lines into great systems. Although the number of railway stockholders has steadily increased, methods of stock ownership, merger, lease, and community of interest have enabled a relatively small number of groups of financial interests

[4]These figures are for the year ending June 30, 1914.

to obtain control over a vast railway mileage. Approximately, 204,000 miles of line are associated in not more than thirteen groups or systems. They are as follows: Harriman interests; Vanderbilt interests; Morgan interests; Hill interests; Gould interests; Erb-Yoakum interests; Pennsylvania Railroad interests; the Atchison, Topeka and Santa Fe system; Moore interests; New Haven interests; the Chicago, Milwaukee and St. Paul system; the Seaboard Air Line system; and the Reading system.

(b) Transportation Agencies

The primary freight transportation agencies of the country are, of course, the *railroad companies.* Under charters obtained from the various states and, in a few instances, from the Federal Government, these companies provide equipment, roadway, terminals, and the structures needed in the carriage of freight; and they transport freight from one freight house, yard, or siding to another. There are, however, various additional agencies which perform special services. Many valuable articles, miscellaneous packages, and even bulky commodities requiring rapid transportation, special care, or unusual safety precautions are handled through *express companies.* These express companies operate under contracts with the railroad lines, the express company collecting and delivering the express packages, providing messengers who are placed in charge of the express cars, frequently providing express offices and warehouses near the railway terminals, and paying the railways from 40 per cent to 60 per cent of their gross earnings. The railways, on their side, provide the necessary express cars

or baggage and combination cars, haul these cars on passenger, mail, or express trains, and at some points, set aside portions of their passenger stations or baggage rooms for the use of the express company. Some railways perform the express service through subsidiary express companies, but most of the largest express lines are independent concerns.

The introduction of "time freight" arrangements on a number of railway lines has affected the traffic of the express lines to some extent, but their most recent competition springs from the United States Post Office. During the fiscal year 1914, the gross earnings of most express lines were not maintained, and thousands of packages were diverted to the *parcel post service,* and the effect of this competition increases as the maximum parcel post weights are gradually increased. The service and rates of express lines have, moreover, been subjected to government regulation and their rates have been reduced by order of the Interstate Commerce Commission.

Much freight is handled by *private car lines.* Numerous shippers own private freight cars which are operated in connection with their business, but more are owned by car companies which may or may not be shippers of freight. The private car line service has been in existence from the very beginning of America railroading, but it originated in its present form in the later seventies and early eighties. The car lines own special equipment such as refrigerator cars, tank cars, and palace live-stock cars which are operated by the railways upon payment of a mileage charge varying from six mills to one cent per mile, the freight rate being paid by the shippers to the railroad companies. When private refrigerator car lines perform the refrigeration service, they collect an

icing charge from the shippers in addition to the mileage which they receive from the railway carriers.

There are also many so-called *fast freight lines* which, during their early development from 1860 to 1875, were private concerns that owned freight equipment. They arose in response to a demand for through transportation without transshipment at the end of each railway line. After 1875 the railway carriers undertook the direct performance of a continuous through service. They established co-operative freight lines, and bought out the independent lines, so that the fast freight lines of the present day are a part of the railway service. Co-operative lines are merely arrangements by which connecting railways are able to solicit and route through shipments; and the freight lines now operated in the name of a company likewise afford through routes, soliciting agencies, trademarks, and, in some cases, convenient accounting bureaus. Cars operated in the name of a fast freight line company, when interchanged with a connecting carrier, entitle the owner to a mileage charge, whereas those operated directly by the railroad are paid for on a less liberal per diem basis.

Since American railways, except at a few points, do not perform a freight collection and delivery service, the many *trucking concerns* found at large terminals are among the country's important transportation agencies. They conduct a regular trucking business to and from the railway freight stations and between these stations and the water front. For their services, they are usually paid according to agreed tariffs. Even though hundreds of shippers are provided with private railway sidings which eliminate cartage charges, there are hundreds or thou-

sands of public teamsters at every large commercial center.

(c) Government Regulation

The relations between railroads and the welfare of the producing, shipping, and consuming public are so close, the volume of their business so vast, their services and charges so numerous and complex, and the likelihood of error and unfairness so probable that the railways engaged in interstate commerce have been subjected to a gradually increasing degree of federal regulation. The first great federal act was the Interstate Commerce Act of 1887, which prohibited unfair discriminations and rebates and created the Interstate Commerce Commission with supervisory powers. It has since been amended at various times, notably by the Hepburn Act of 1906, the Mann-Elkins Act of 1910, the Panama Canal Act of 1912, and the Transportation Act of 1920, each of which extended the scope of the original law and increased the powers of the Commission. The Interstate Commerce Act has also been supplemented by various federal statutes, notably by the Compulsory Testimony Act, the Immunity of Witnesses Act, the Elkins Anti-Rebating Act, the Safety Appliances Act, Hours of Service Act, and the Act Requiring the Monthly Reports of Accidents to the Commission.

The Interstate Commerce Act as amended to date applies not only to railways engaged in interstate commerce, but to express companies, private car lines, pipe lines, refrigerator lines, sleeping car lines, fast freight lines, and to through shipments made partly by rail and partly by water. It prohibits unfair discriminations and rebates, higher charges for short than for longer hauls over the same route in

the same direction without the consent of the Commission, the issue of free passes except to certain persons specified in the Act, and the ownership or control by a railroad of water carriers which are, or may be, in competition with the railroad. The Act further provides that it shall be unlawful for any railway company to transport in interstate commerce any article or commodity, other than timber and the manufactured products thereof, manufactured, mined, or produced by it, or under its authority, or which it may own in whole or in part, or in which it may have any interest, direct or indirect, except such articles or commodities as may be necessary and intended for its use in the conduct of its business as a common carrier.

The Interstate Commerce Commission supervises the enforcement of the Act, and is given mandatory power, after investigation, to fix maximum freight rates, demurrage, track storage, refrigeration, and other charges, to revise classifications, establish through routes and rates, regulate rate divisions, compel the making of physical connection between railways and water carriers, and to regulate the distribution of freight cars. It may suspend proposed increases in freight rates; and, after investigating their reasonableness, may either suspend them permanently or permit them to become effective. It may require special or periodic statistical reports from carriers, investigate their financial condition, and make public its findings.

The intrastate traffic of railways is also subject to regulation by the various states. Many states have acts applicable to intrastate traffic similar to those of the Federal Government which are applicable to interstate commerce, and the statutes of some states are more drastic. There are at present forty-six states with com-

missions regulating common carriers, eighteen with railroad commissions having mandatory powers, twenty-three with public service commissions having jurisdiction over public utilities including common carriers, and five with corporation commissions. The fabric of freight rates is so interwoven that the states have at times indirectly regulated the rates on interstate shipments.

3. Water Transportation

(a) Historical Development

Second only to the railroads in the conduct of American commerce are the water carriers which have for many years carried great volumes of freight from one state to another and between the United States and all ports of the commercial world. There was a time when the American deep-sea marine was well known throughout the world; frequently it carried freight for foreign as well as American traders. In 1810 the American fleet engaged in the deep-sea trade aggregated 984,269 gross tons; in 1850, 1,585,711; and in 1861, 2,642,237. Then it began to decline, reaching a total of but 826,694 gross tons in 1900 and 932,101 in 1912. There were years, as during the eighteen-twenties, when from 90 to 92.5 per cent of the country's total foreign trade was carried in American vessels. In 1860 this proportion was still as high as 66½ per cent, but it then declined to a minimum of 8.2 per cent in 1901 and to 9.4 per cent in 1912.

Domestic shipping is divided among that of the coasts, the Great Lakes, the inland rivers, and the canals. Coastwise shipping is known to be large and is gradually increasing. Numerous steamship lines carry miscellaneous freight, and great quantities of bulky commodities such as coal, lumber, laths, railroad ties, crude oil, stone, and

other building materials are regularly carried by barges, sailing vessels, and steamships. On the Great Lakes shipments consisting largely of iron ore, coal, lumber, grain, flour, and miscellaneous merchandise reached the startling total of 74,311,000 tons in 1910 and 86,732,000 tons in 1911 with an approximately equal growth in volume of receipts. More freight is carried on the Great Lakes than on any other inland body of water in the world.

On the contrary, navigation on the inland rivers and canals has, with few exceptions, made little progress in recent years. Among the exceptional streams are the Ohio, Monongahela, Allegheny, Hudson, and Columbia. The traffic on some of the leading rivers which were of great importance as navigable highways in the past, such as the Mississippi River, rapidly declined after the railroads were constructed. The era of the large use of inland canals likewise was during the forties, and many canals have since fallen into the control of competing railroad companies; others have been abandoned, and but few of them have maintained their traffic. The total traffic of the New York state canals, including the Erie Canal in 1912, was 2,606,116 tons. Of all the old canals, the Chesapeake and Delaware Canal alone has handled an increasing volume of freight in recent years, and this canal is a coastwise rather than a strictly inland waterway.

After slumbering for over sixty years, the desire for improved inland waterways has once more been revived during the last decade. The Erie Canal is being enlarged and improved; a canal has been cut across Cape Cod; and many projects for improved canals and rivers are at present being advocated. Among the notable projects

are the construction of a chain of canals at various points along the Atlantic seaboard with a view to providing an inland route for coastwise shipping, the deepening of the Mississippi River, and the connection of the Mississippi River with the Great Lakes by a serviceable canal.

(b) Water Transportation and Shipping Agencies

Water transportation is conducted by three main types of service: (1) The line service, (2) charter or "tramp" service, and (3) the service of private bulk carriers. The first is conducted by navigation companies who operate lines of steamers over definite routes and in accordance with a schedule. Line steamers are usually among the best vessels afloat. Some lines carry only freight, others only passengers, but many of them carry both freight and passengers. They carry the most valuable cargo—the miscellaneous merchandise of all kinds, the express traffic, and the mails, as well as such bulky freight as they are able to obtain or are able to handle.

The "tramp" service, on the contrary, is conducted by individual steamers, sailing vessels, or barges which operate without definite route or schedule. Many "tramp" steamers ship cargoes wherever they may find them and carry them to any port that is legally open to them. Ordinarily, they carry full cargoes of bulky freight, such as grain, lumber, coal, phosphate, iron ore, etc. They may be chartered either for a given trip or for a specified time. Vessels are sometimes chartered by navigation lines under time charters to be operated in the line service, but in such instances they are no longer classed as "tramp" vessels.

Many large industrial concerns, either directly or

through subsidiary companies, operate private bulk carriers, i. e., privately owned or chartered vessels operated primarily in connection with a certain industry. Numerous large concerns in the oil, iron and steel, coal, lumber, building materials, and fruit industries are vessel operators. Their equipment is usually specialized and particularly adapted to handling certain commodities, and they are operated in the manner best adapted to the needs of the industry. The profits, moreover, which would otherwise go to a navigation line or "tramp" vessel are eliminated. Some of the private bulk carriers accept cargo from the public, especially on their return voyages, and, in that case, become common carriers, but their prime purpose is to transport freight for the industries which own and operate them.

Supplemental to the three great types of water transportation services are many other transportation and shipping agencies. There are companies operating tugs, which are used to assist and maneuver crafts of all kinds and to tow fleets of barges. There are trucking companies which cart freight to and from the water front, and lighterage companies which carry freight to and from vessels.

The docks and piers used by vessels at American ports are variously owned. Many are owned by railroad companies, some by navigation companies, industrial concerns, and wharf companies; and some are publicly owned by the states or municipalities. There are international express companies which rent spaces in steamships for a given time or trip and thus conduct a foreign express business; and there are many freight forwarders who make a business of performing at the ports all the necessary work incident to the handling of a shipment

and who see that it is properly forwarded to its destination. A portion of the freight shipped on the Erie Canal is handled by railroad forwarding agencies.

The Post Office is also a shipping agency, for it conducts an extensive international mail service, paying the navigation lines in accordance with the amount of mail carried or in accordance with the mail subsidy act of 1891. There are many shipbrokers at the larger ports who find cargoes for "tramp" vessels and vessels for shippers, who desire to despatch full cargoes. There are custom-house brokers who see to the clearance of cargoes at the custom houses. There are export commission houses, exporting houses, manufacturers' export agents, resident agents of foreign importers, and other agencies whose principal work is to export and import merchandise, but who, also, in many instances, perform the work incident to shipping.

The liability of water carriers is quite different from that of railroad companies. There is little insurance of goods in transit when they are carried by rail, because the carriers are liable for most of the ordinary dangers, which threaten railroad freight; but water carriers are liable only in exceptional instances of loss or damage. Losses resulting from the dangers of the sea, fire, jettison (throwing goods overboard for the welfare of the ship and remaining cargo), and barratry (thievery) are not chargeable to the water carrier, and it is therefore desirable that vessels and cargoes be insured. There are numerous American, and more foreign, marine insurance companies which regularly accept marine risks upon payment of insurance premiums. It is not uncommon, however, owing to the kind of craft used and the resulting high insurance rates, for coastwise cargoes and vessels,

especially barges and sailing vessels, to be carried at owners' risk without marine insurance.

(c) Water Freight Rates and Shipping Documents

In the domestic business, through rail-and-water transportation rates are sometimes quoted in connection with railroads, in which case they are subject to the regulation of the Interstate Commerce Commission and are made in a manner not essentially different from the way in which all-rail rates are made. Indeed, a large proportion of the regular steamship lines operating on the Great Lakes and in the coastwise business are parties to joint rates with the rail carriers. Taking navigation as a whole, however, most water transportation rates are quoted from port to port. They are in that case not regulated by the Interstate Commerce Commission, but are subject to regulation by the United States Shipping Board.

Water rates are of two distinct kinds, charter and regular-line rates. Trip-charter rates are usually based upon the vessel's cargo tonnage—the amount of cargo on board. Time-charter rates are most commonly based upon the vessel's deadweight tonnage, i. e., upon the weight of cargo it is able to carry, and usually the charterer pays the coal bill and general port charges, while the vessel owner pays the wages of the crew and officers and such port charges as are incident to the shipping of the crew and officers. The practice in the case of time charters, however, varies considerably and is sometimes quite different from the method here described. The effect of direct competition in the making of charter rates is far greater than in case of railroad rates, or of

a "clearance" from the port authorities, which permits his vessel to leave port; he must obtain a bill of health, which signifies that the vessel has been inspected by the health authorities, a ship's roll (or "articles") which contains a list of the entire crew and staff, and a register or measurement certificate which identifies the vessel and discloses its dimensions and gross and net register tonnage.

For purposes of domestic water commerce, the United States is divided into five great districts: (1) The seaboard and navigable rivers from Maine to Texas; (2) Porto Rico; (3) the seaboard and navigable rivers from Washington to California; (4) Alaska; and (5) Hawaii. Vessels operating from one point to another in the same district are not required to enter and clear formally. Many of them use a waybill similar to a railway waybill, instead of the ocean manifest. Vessels engaged in traffic from one district to another are required to prepare formal manifests in the same way as those engaged in deep-sea navigation, and this is likewise the requirement on the Great Lakes.

(d) Government Aid and Regulation

The United States Government has done and is doing much to aid navigation and shipping. There are statutes providing for the registration and enrollment of vessels, for the inspection of steamships, for safety requirements, for the building of coastwise and inland vessels in American shipyards, and for the humane treatment of seamen who are assisted by the Government in securing employment. Rules for the entrance and clearance of vessels are provided. The use of wire-

less telegraph has been subjected to federal regulation. Health and quarantine regulations are enforced by the Federal Government and in some cases by the states. The Panama Canal Act prohibits the use of the Panama Canal by railroad-controlled vessels, and requires the railroads to dispose of any ownership or control which they may have in or over competing water carriers.

The intrastate traffic of water carriers has, in various states, been placed within the jurisdiction of their state railroad or public service commissions. At many ports there is a limited amount of municipal control of port administration, and at New Orleans and California ports the control of the port is exercised by the states. Traffic handled under through arrangements, partly by rail and partly by water, is within the jurisdiction of the Interstate Commerce Commission.

The port-to-port business of water carriers comes within the scope of the United States Shipping Board in much the same way that the Interstate Commerce Commission regulates transportation by rail or by rail and water.

The United States Government does much to promote navigation and shipping. It improves rivers, canals, and harbors, pays limited mail subsidies to certain steamship lines, bars foreign competition from inland and coastwise navigation, permits the free importation of shipbuilding materials, erects lighthouses and buoys, provides an efficient life-saving service, prepares coast survey charts of the seaboard and hydrographic charts of the ocean, destroys derelicts, flies storm signals, issues weather reports, protects American seamen abroad, and publishes information of importance to exporters and importers. Twenty-two different government bureaus

17. To what extent do the federal and state governments regulate water carriers?

18. In what ways does the United States government assist navigation?

THE EXPRESS SERVICE AND RATES

ONE OF A SERIES OF TREATISES IN AN INTERSTATE COMMERCE AND RAILWAY TRAFFIC COURSE

W. H. CHANDLER
Manager, Transportation Bureau
Boston Chamber of Commerce
President, National Industrial Traffic League

PART 4

MISCELLANEOUS DEPARTMENTS
PARCEL POST AND EXPRESS BUSINESS

La Salle Extension University
- Chicago -

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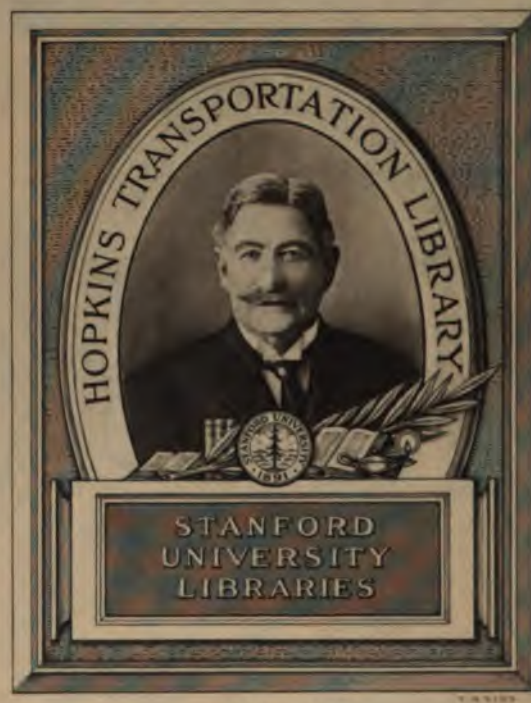

GIFT OF

Joel V. Berreman, Esq.

THE EXPRESS SERVICE AND RATES

W. H. CHANDLER
Manager, Transportation Bureau
Boston Chamber of Commerce
President, National Industrial Traffic League.

PART 4

La Salle Extension University
Chicago
1922

(6-152)

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CHAPTER XIV

MONEY DEPARTMENT

1. Introduction

Express companies conduct a large part of their non-transportation business through their Money Department. The money classification, which follows, gives all the details of such transactions, which, generally speaking, cover:

1. The transmission of money, bonds, or other securities.
2. Precious metals, bullion, gold and silver in its various forms as received from the mines.
3. C. O. D. remittances.
4. Collection of notes, drafts, or other forms of indebtedness.
5. Obtaining from consignees receipts for shipments handled by express.
6. Return of bills of lading for shipments by freight.
7. Legal or valuable papers.
8. Pawn ticket for the redemption of pledges.
9. Payment of taxes and other forms of indebtedness of the shipper.
10. Shipments of jewelry, precious stones, and similar articles of extraordinary value.

2. Form of Receipt

The following special form of receipt is issued for shipments handled through the Money Department. These receipts are usually printed with red ink on white paper.

Money Transferred by Telegraph in U. S. and Canada. Cable Transfers to Eu

READ THE CONDITIONS OF THIS RECEIPT. (570—Jan., 1913.)

FOREIGN DEPARTMENT

This Company forwards express shipments of Merchandise, Jewels, Baggage, Valuables and Securities and Freight Consignments of small or carload lots, by every class of service to or from all Foreign Countries and the United States and Canada.

CLOSE THROUGH RATES quoted on heavy shipments of Imports or Exports.

AMERICAN EXPRESS COMPANY.

_____ State of _____ 191____

Received of _____

Sealed and said to contain _____

valued at _____ *Dollars,*

Addressed _____

NOT NEGOTIABLE

Which this Company undertakes to forward to the nearest point to destination reached by it, subject to the following terms and conditions, and which terms and conditions are agreed to by shipper or owner in accepting this receipt.

1. This Company is not to be held liable for any loss or damage, except as forwarders only, nor for any loss, damage, or delay, by the dangers of navigation, by the act of God or of the enemies of the Government, by the restraints of Government, strikes, mobs, riots, insurrections, pirates, or from or by reason of any of the hazards or dangers incident to a state of war.

2. Nor shall this Company be liable for any default or negligence of any person, corporation or association to whom the said property shall or may be delivered by this Company, for the performance of any act or duty in respect thereto, at any place or point off the established routes or lines run by this Company; and any such person, corporation or association, is not to be regarded, deemed or taken to be the agent of this Company for any such purpose, but, on the contrary, such person, corporation or association shall be deemed and taken to be the agent of the person, corporation or association from whom this Company received the said property. It being understood that this Company relies upon the various Railroad and Steamboat lines of the country for its means of forwarding property delivered to it to be forwarded, it is agreed that it shall not be liable for any losses or damages caused by the detention of any train of cars or of any steamboat or other vehicle upon which said property shall be placed for transportation; nor by the neglect or refusal of any Railroad Company, Steamboat or other transportation line to receive and forward the said property. Nor shall this Company be liable for any losses or damages caused by detention of said property due to Customs Regulations

3. It is further agreed that property covered by this receipt and passing over ocean routes in transit shall be subject to the conditions expressed in the Bills of Lading of Ocean Steamship Companies accepted for the shipment.

4. It is further agreed that this Company is not to be held liable or responsible for any loss of, or damage to, said property or any part thereof, from any cause whatever, unless in every case the said loss or damage be proved to have occurred from the fraud or gross negligence of said Company or its servants; nor in any event shall this Company be held liable or responsible, nor shall any demand be made upon it beyond the sum of Fifty Dollars, unless the just and true value thereof is stated herein, and an extra charge is paid or agreed to be paid therefor, based upon such higher value; nor upon any property or thing unless properly packed and secured for transportation; nor upon any fragile fabrics, or any fabrics consisting of, or contained in, glass.

5. If any sum of money besides the charges for transportation is to be collected from the consignee on delivery of the said property, and the same is not paid, or if in any case the consignee cannot be found or refuses to receive such property, or for any other reason it cannot be delivered, the shipper agrees that this Company may return said property to him subject to the conditions of this receipt, and that he will pay all charges for transportation, and that the liability of this Company for such property while in its possession for the purpose of making such collection, shall be that of Warehousemen only.

6. In no event shall this Company be liable for any loss, damage or delay, unless the claim therefor shall be presented to it in writing at this office within ninety days after date of shipment, in a statement to which this receipt shall be annexed.

7. It is further agreed that any carrier or party liable on account of loss or damage to any of the said property, shall have the full benefit of any insurance that may have been effected upon or on account of said property.

8. And it is also understood that the stipulations contained herein shall extend and inure to the benefit of each and every company or person to whom, through this Company, the said property may be entrusted or delivered for transportation.

9. Deliveries at destination are only to be made within the delivery limits established at such points at the time of shipment and prepayment in such cases shall only cover places within such delivery limits

10. Prepayment of carrying charges for shipments to Foreign Countries does not include Government, Frontier or Port charges.

For the Company.

Trade Marks and Valuables Forwarded to Europe by Fastest Steam

3. Money Classification

The Money Classification explains in detail how the transactions of the Money Department are handled, the rules with which the shipper must comply, and the charges for the service rendered. All transactions under this department are on hand-to-hand receipts, and every possible precaution is taken by the companies to give that personal service which the transactions require. Drivers are not allowed to accept money shipments in the same manner that merchandise shipments are received. Shippers are generally required to deliver such shipments at the office of the express company.

A careful study of the Money Classification which is reproduced on the following pages will enable the reader fully to comprehend this section without further explanation.

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MONEY CLASSIFICATION

A.—(1.) **Packages containing Money, Bonds, or other Securities** must be received for transportation only when delivered at the office by shippers. Shipments of Coin or Bullion too heavy to be carried by hand, may be called for by wagon, but a representative of the shipper must accompany and retain custody of the shipment until delivered by shippers at the Express Company's office.

EXCEPTION—At points where wagon service is maintained, express companies, when special request is made by shippers a sufficient time in advance to permit of the necessary arrangements being made, will call for shipments of silver bullion by wagon and receipt for same on the premises of the shipper.

(2.) Shipments of Jewelry, diamonds, or other precious stones, money, bullion, bonds, coupons, watches or valuable papers will not be accepted for shipment in packages containing ordinary merchandise unless such articles are described in the uniform express receipt, as shipments of this character are transported by the express company only through a special department. In case of loss of any of the articles above mentioned when shipped with other merchandise the express company will not be liable except for its own negligence unless such articles are described in the uniform express receipt.

(3.) **A receipt of the prescribed form must be given for all** matter received. Shipments must not be received for transportation at the rates named in the Money Classification unless the value is declared by shipper and marked by him upon the package.

(4.) **Packages of Money, Bonds or other Securities** in amounts of $500.00 or over must not be received for transportation unless the person who delivers the package to the Company shall, at the time of said delivery, write his name in ink on the package.

(5.) The charge on any shipment carried at rates established by the Money Classification, must be a multiple of 5, and when, in computing charges the result is not a multiple of 5, the next higher multiple of 5 must be charged. This rule will not apply to Nickel or Copper Coins—see Item C (2).

(6.) **When Commodity Rates on Currency, Coin, Bullion or Securities** are named they remove the application of the Classification rating on the same commodity and between the same points.

(7.) When "Currency" is mentioned in the following Rules it means "Paper Currency," and when "Currency Rate" is mentioned it means Scale "R" or "Commodity Rates on Currency" where issued; when "First-class Rate" is mentioned it means the rate applicable to a shipment of first-class matter weighing 100 pounds.

(8.) When charges are prepaid, the package and waybill must be marked "Prepaid $....." When so marked or waybilled, package must be delivered without collection of charges from the consignee, and any undercharge expensed on or charged against the forwarding Agent, to be collected from the shipper, in accordance with the instructions of each Company. If Charges are paid in part, notation to that effect must appear on the package and on the waybill.

B.—Unless otherwise provided, graduated charges shown in Scales "S" or "U" must be assessed on shipments of less than $1,000.00, and where the rate per $1,000.00 applicable to a shipment is not shown in those scales, the next higher rate must be used for ascertaining the charge, which must not be more than for $1,000.00 at the rate applicable.

C.—(1.) **United States or Canadian Silver Coin.**—On amounts of $1,000.00 and over the rate per $1,000.00, face value, is the same as the rate on 100 pounds of first-class matter between the same points, BUT NEVER LESS THAN 50 cents per $1,000.00; on amounts less than $1,000.00, charge according to Scale "U," using the First-class rate, but the charge for less than $1,000.00 must not be more than would be charged for $1,000.00.

(2.) **Nickel or Copper Coins** must be charged the same as a shipment of first class of the same weight and value (see Rule 13, page 15). Two or more packages containing Nickel or Copper Coins, forwarded by one shipper, at the same time, to one consignee, at one local address, must be charged for on the aggregate weight and value.

(3.) **Packages containing both Currency and Co**
charged the rate applicable to the kind of coin takin
rate, but the charge must not be greater than the aggre
charges on each kind of money enclosed, except that p
taining Currency and Silver, when Silver does not
may be taken at the same rate as though all Curren
containing Gold Coin and Silver when Silver does
$5.00, may be taken at the same rate as though all G

(4.) **Two or more packages of Coin,** to whic
Classification applies, when forwarded by one shipper,
time, to one consignee, at one local address, must be
on the aggregate value. If the weight is a factor in
the charge, the weights must also be aggregated.

(5.) **Mixed Shipments.**—Packages containing arti
than one class must be charged the rate applicable to
classed article contained therein, but the charge
greater than the aggregate separate charges on eac
closed.

(6.) **Mexican Currency,** apply Currency rates on

D.—(1.) **Gold or Dore Bullion, Gold Dust, Gol**
Gold Cyanides, or any other form of Uncoined Go
charged Gold Coin rates on value and First-class p
on weight in excess of 4 pounds to the $1,000.00 val
ments valued at less than $1,000.00 no charge will
weight unless it exceeds 4 pounds.

(2.) **Silver Bullion, Silver Sulphides, Silver Precip**
Cyanides or any form of Uncoined Silver, Silver Coi
South America and other Foreign Countries, exceptin
Newfoundland, must be charged for on the market
lows: In amounts of $1,000.00 or more the rate per
be the First-class rate per 100 pounds, but not less t
per $1,000.00; if the weight exceeds 100 pounds to
value charge additionally First-class Pound rates on
weight. For amounts less than $1,000.00 charge the s
package of first-class matter the same weight and
the charge for less than $1,000.00 must not be more
be charged for $1,000.00.

(3.) **The transfer, from a United States Mint**
Treasurer of United States or banks in same city, of
has been received in exchange for old gold consigned
with instructions to have it coined and the proceeds
home bank or with the Assistant Treasurer to the
sender, must be charged 25 cents per $1,000.00; minim
per shipment.

Old Silver consigned to a United States Mint or
not purchased by the Government, but returned in
express company and sold for the original shipper, mus
one-half of 1 per cent. on the amount realized, in ad
regular transportation charge on the shipment to
Assay Office, and for return of the money. The ex
addition to regular transportation charge on any sh
not be less than 50 cents.

E.—(1.) **Charges on Securities** are based upon
value, and shippers must be required to mark on all
Securities the character and market value of the cont
If the package contains Bonds, the endorsement
whether United States Coupon or other Government
whether registered or unregistered; if other Bonds,
of Stock, or other Negotiable Paper, whether payab
or to order; if Coupons of any Bonds, whether
uncancelled; if Deeds or Mortgages, whether recor
recorded. The description marked on the package mus
on the receipt and on the waybill.

(2.) **United States Unregistered or United Sta**
Bonds and Government Bonds of other Countries U
must be charged Currency rate.

(3.) **United States Registered Bonds and Govern**
of other Countries, Registered, must
ONE-THIRD Currency rate.

(4.) **Detached, Uncancelled Coupons, and Incompl**
Bank Notes, must be charged Currency r

(5.) **Deeds and Mortgages,** unrecorded, and
Bonds, unrecorded, must be charged Co

(6.) **Bonds N. O. S.,** payable to order, Deeds and
recorded, and Real Estate Bonds record
charged one-third Currency rate.

(7.) **Bonds N. O. S.,** payable to bearer, and Expres
Checks, must be charged one-half Curre

-(B.) **Certificates of Stock, Scrip, Warehouse Receipts, Subscription Certificates, Drafts, Notes, Acceptances, Letters of Credit, Pension Vouchers, Certificates of Deposit, Money Orders, Warrants and other Securities payable to order must be charged one-third Currency rate; payable to bearer must be charged one-half Currency rate.**

) **Coupon Bonds, the principal of which is registered, must be charged one-third Currency rate.**

Incomplete Bonds, Incomplete Certificates of Stock and Incomplete Letters of Credit, must be charged one-third Currency rate on the value declared by the shipper.

) **When Bonds or Securities, complete or incomplete, are at one-third Currency rate, the minimum rate must be 15 cents 00.00. Amounts of less than $1,000.00 must be charged one-the graduated charge at the Currency rate. (See Item**

) **When classified at one-half Currency rate, the minimum be 25 cents per $1,000.00. Amounts of less than $1,000 00 charged one-half of the graduated charge at the Currency See Item E, 12.)**

) **The minimum charge on any single shipment of Bonds rities must be 25 cents.**

) **When the weight of any shipment of Bonds, Stocks or other complete or incomplete, exceeds one pound to the $1,000.00 ness additionally the first-class package charge on the**

) **For Exceptions see Scale "T," page 41.**

(1.) Paid C. O. D's and Collections.

Schedule of Charges Which Must be Made for Collecting and Remitting the Proceeds of Paid C. O. D's.

he amount itted is	The charge for collecting and remitting a paid C. O. D. will be			
	Between points where the First-class rate for 100 lbs. (in cents) is			
	75 cents or less	Over 75 cents and not over $1.50	Over $1.50 and not over $2.00	Over $2.00
2 or less.	15	15	15	15
2 to $ 6.	20	20	20	20
6 to 50.	25	25	25	25
50 to 75.	30	30	30	30
75 to 100.	35	35	35	35
100 to 200.	50	50	50	50
200 to 300.	60	65	65	65
300 to 400.	60	75	75	75
400 to 500.	60	85	85	85
500 to 600.	60	90	95	95
600 to 700.	60	90	105	105
700 to 800.	60	90	110	115
800 to 900.	60	90	110	120
900 to 1000.	60	90	110	125
1,000 charge 1,000 on ac- amount.....	60	90	110	125.

) **Collections.**—The charge for the Collection and Re- of Proceeds of Notes, Checks, Drafts, Bills or Accounts, *hich no outward charge was made* from the point of origin point where the collection is made, must be one-third more charge provided for Paid C. O. D's in Item F, (2).

.) **Except as otherwise provided in Articles (6) and (14) rule, remittances for Paid C. O. D's or Paid Collections made by means of Money Orders, or by Check provided purpose issued by the Agent of the Company making the m; the money order or check to be made payable to the the shipper of the original C. O. D. or collection, and the order or check inclosed in or accompanied by the original , or Collection Envelope, must be forwarded through the States Mail addressed to the shipper.**

(5.) **Unless instructed by the shipper not to do so, the charge for collecting and remitting Paid C. O. D's or Collections, as shown hereinbefore, must be collected from the Consignee, and Money Order or Check made for the full amount of the C. O. D. or Collection. When, by shipper's instructions, the return charge is not collected from Consignee, the charge must be deducted from the amount collected and Money Order or Check drawn for the difference.**

(6.) **Paid C. O. D's or Collections containing Currency and Signed Contracts, Notes, Lease, Mortgage or Redeemed Pawn Tickets, must be charged for on the aggregate amount of Currency and Face Value of the Contract, Note, Lease, Mortgage or Redeemed Pawn Ticket, same as if all Currency. When instructions are given by Shipper to deliver a shipment upon execution of a signed contract, or to accept a Note, Check or Draft in payment of a C. O. D. or Collection of any character, charge must be based on the Face Value of the Paper. Item 3 of the foregoing will govern the charge on such Remittances in payment of Collections on which no outward charge was made. Collections with instructions to accept partial payment must not be taken unless directed by the Shipper to return the amount paid with the Collection at once, and when such partial payments are returned, charge shall be made only on the amount enclosed. A Bank Book or other Deposit Book, when accompanying a Draft for Collection, may be forwarded and returned without additional charge. Remittances, such as are referred to in this item, must be enclosed in the original C. O. D. or Collection Envelope, sealed, and regularly waybilled, and when, by direction of the shipper, return charges are collected of the payor of such C. O. D's or Collections, they must be waybilled prepaid—in no case must the return charge be enclosed in the envelope.**

(7.) **For advancing the purchase price of goods contained in a shipment or for advancing any sum of money on a shipment, the same charge must be made as is charged for the collection and transmission of a C. O. D. of equal amount. This does not apply to transportation charges advanced to other carriers, or to customs fees or duties, nor to storage charges on baggage advanced to railroads or steamship lines. The purchase price of a shipment will not be advanced unless advice has been received from the Agent at destination that the consignee has deposited the amount of the purchase price with him, or has given sufficient guarantee that the shipment will be accepted and paid for on arrival. The purchase price of any shipment will not be advanced to a connecting Company.**

(8.) **Collections must not be accepted unless Agents are assured of the identity and responsibility of the senders.**

(9.) **Collections must not be received more than 20 days before due, unless shipper states in writing that the payor has signified his intention to pay the obligation upon presentation, or within 20 days. Such paper, if unpaid at the expiration of the time indicated, must be returned to shipper. All Collections returned unpaid must contain a memorandum fully explaining why payment was not made. Collections must not be held more than 30 days after receipt at destination.**

(10.) **Notes, Endorsed Drafts, or Other Papers Requiring Protest must not be received for collection.**

(11.) **Collections Received by Mail must be returned to the Agent at the point from which the collection was mailed.**

(12.) **Collections Must Not be Made unless the paper for Collection has been received in a Collection Envelope, regularly waybilled.**

(13.) **Bonds, Coupons or Other Securities, Mortgages or Deeds, Legal or Other Valuable Papers for Collection, must be enclosed in sealed envelopes and endorsed with description and value of contents, and marked C. O. D. $..... (the amount to be collected). If consignee is to be permitted to examine the papers before payment, instructions to that effect must be marked on package by the shippers, who must release the Express Company, on the Company's form provided for that purpose, from all loss resulting from such examination.**

The outward charge must be as required by the Classification on similar paper not sent for collection. The charge on the amount collected and transmitted must be the charge on a Paid C. O. D. of like amount. If returned unpaid the same charge must be made for the returned shipment as applied when originally forwarded, the outward charge being shown as expense on the waybill and package. If any service is to be performed by the Express Company in exchanging promissory notes or other obligations, in examination of titles, or any other service beyond the usual C. O. D. service, the business must not be accepted except under special contract authorized by the proper officer.

n changes other than reductions or increases.

F.—†(14.) **Notes, Checks, Drafts, Bills and Accounts for Collec-**
on, when forwarded must be waybilled P. O. R. (Pay on Return).

If the whole or any part of such collection is not collected, a harge of 25 cents will be made for the return of the uncollected ortion, and the collected portion will be charged for as provided Rule F-3; but the total charge so made must not exceed what he charge would have been under Rule F-3 had the whole amount een collected.

If the uncollected portion is turned over to a notary and the eceipt of the notary returned with the collected portion, the charge ill be 35 cents in addition to the charges on the collected portion.

If the entire collection is presented, payment declined, and then urned over to a notary and the receipt of the notary returned to onsignor, the charge for such service will be 50 cents.

When senders of notes, checks, drafts, bills or accounts make pecific request by endorsement on collection envelope to have ash returned instead of remittance by money order, or check, gents will remit cash in the collection envelope as requested, way-illing same at the charge provided in Rule F-3. This permission or the remittance of cash will not be applicable to C. O. D. ship-nents except as provided for in Rule F-(6). Paid C. O. D's may e remitted in cash only when an Agent has no money orders or hecks on hand.

(15.) Drafts sent for acceptance, or Notes in blank, sent for ignature; Waybill P. O. R. (Pay on Return), and charge Currency ate on the face value of the paper when returned. If returned ithout acceptance, or signature, charge 25 cents.

(16.) **For Obtaining from Consignee Receipts for Delivery of Packages** and returning such receipts to the shipper, a charge f 10 cents for each receipt must be made.

(17.) **When the Proceeds of a Collection are,** by order of the hipper, deposited in a bank by the Express Company at the place here collection is made, evidence of such deposit must be re-urned to shipper in the Collection Envelope and charges assessed t 40 cents per $1,000.00 on the proceeds of the collection, minimum harge, 50 cents.

G.—(1.) **Bills of Lading, for matter shipped by freight lines,** hen enclosed in sealed envelopes and forwarded as C. O. D., with privilege of examination, must be charged for at first-class pack-ge charge, minimum 30 cents, and in addition, the valuation harge under Rule 13, page 15.

The charge for returning the money will be the same as for a paid C. O. D. of like amount. If the amount is not collected, the Bill of Lading must be returned without additional charge.

Bills of Lading covering shipments of Liquor will not be accepted.

(2.) When a Bill of Lading sent by express is by shipper's orders exchanged for a new Bill of Lading, the additional charge for securing the latter and returning it to shipper must be the same amount as was charged for the original Bill of Lading.

(3.) **Bills of Lading** for matter shipped by freight lines when not sealed, or when accompanied by instructions requiring agents, before delivering the Bill of Lading, to obtain signatures to notes, or to place mortgages for record, secure insurance or to render other service than simply collecting the amount of the C. O. D. and returning the papers to the consignee, the outward charge must be $1.00 prepaid; the return harge to be as provided in Paragraph F (6).

(4.) Where goods have been shipped by freight and a Bill of Lading for same sent by express C. O. D., the notice of non-payment shall not be given before the arrival of the goods at destination.

H.—**Legal and other papers in manuscript,** including Che Payable to Order, Cancelled Vouchers, Cancelled Checks, Ca celled Drafts, and Cancelled Certificates of Stock, must be charg the same as for a shipment of first class of the same weight a value. The charge on Checks Payable to Order, under this must not in any case be more than the charge at one-third of th Currency rate on the face value of the Checks, minimum charg 25 cents. Cancelled Coupons must be charged Currency rate o the declared value and if the weight exceeds 1 pound, first-cla package charge on the weight must be assessed additionally.

I.—(1.) **Pawn Tickets.**—Parties presenting pawn tickets f redemption of goods or renewal, must be required to state th value of the goods for which the ticket was issued, the amou of which must be entered in the receipt and a memorandum o such value must be attached to the ticket.

(2.) The amount necessary for the redemption of the goods renewal of the ticket, together with the pawn tickets and mem randum of value, must be enclosed in a sealed envelope, wi *total value of money and goods for which the ticket was issu* marked thereon, addressed to the agent of the Company at th point where goods were pledged and charged for at Currency ra prepaid; tickets from one shipper to be presented to different pawnbrokers in the same city may be enclosed in the same e velope.

(3.) The goods, when redeemed and returned, must be charg for at regular rates according to Classification and, in addition, charge of 25 cents for each lot redeemed, to cover expense of pad ing or handling.

(4.) For the return of a renewed ticket, Currency rates m be charged upon the value of the goods for which the ticket w issued.

J.—(1.) **Orders to secure goods at another office with or wi out instructions to accept money in lieu of the goods,** must be wa billed P. O. R. (Pay on Return). If the goods are obtain Classification rates must be charged; if the money is collected, t same charge must be made as for a Paid Collection of like amou

(2.) If neither goods nor money are obtained, the order m be returned within 10 days, with charges of 25 cents.

(3.) The above rule does not apply to orders for the purchase goods.

K.—**When taxes have been remitted by express and paid by t** express company to the official authorized to receive them, t tax receipt upon its return must be charged for at Currency ra upon its face value.

When a tax receipt accompanies currency or coin remitted b express to pay taxes, the outward charge must be made only up the amount of currency or coin enclosed. The new tax rece obtained for return to shipper must be charged for at Curren rate upon the amount stated in the receipt.

L.—**Bank Books** accompanying remittances for banks will n be subject to a charge and will be returned for 15 cents

M.—**Insurance Policies** (not blank) must be charged one-thi Currency rate on cash value, minimum charge 25 cents.

N.—For transmitting and delivering papers to be filed or record by Federal, State, County or Town Officials, and returning sa after record, charge the same as for a package of merchandise same weight and value, when forwarded, and also when return and when any additional service is performed, such as examinati of records, charge in addition to the above 50 cents per hour actual time required, with a minimum charge of 50 cents for s additional service.

†Denotes changes other than reductions or increases.

Scale Q—Gold Coin.

The following Scale gives the rate per $1,000.00, which must be paid on shipments of Gold Coin. Amounts of less than $1,000.00 will be assessed the graduated charge under Scale S.

When the First-class Rate for 100 lbs. is	The Rate per $1,000 on Gold must be
$ 0.75 and under	$0.50
Over .75 and not over $ 1.50	.65
" 1.50 " " " 2.00	.75
" 2.00 " " " 2.50	.87
" 2.50 " " " 3.00	1.00
" 3.00 " " " 4.50	1.25
" 4.50 " " " 11.00	1.50
" 11.00	1.75

Scale R—Currency.

The following Scale gives the rate per $1,000.00 which must be charged on shipments of Currency. Amounts of less than $1,000.00 must be assessed the graduated charge under Scale S. For Exceptions see Scale T.

When the First-class Rate for 100 lbs. is	The Rate per $1,000 on Currency must be
$ 1.50 and under	$0.40
Over 1.50 and not over $ 2.00	.50
" 2.00 " " " 2.50	.60
" 2.50 " " " 3.00	.75
" 3.00 " " " 3.50	.90
" 3.50 " " " 4.50	1.00
" 4.50 " " " 7.50	1.25
" 7.50 " " " 11.00	1.50
" 11.00	1.75

Scale S.

ble of Graduated Charges in Cents for Shipments of Currency and Gold Coin in Amounts of Less than $1,000.

Governed by Item B, page 38.

Rate per $1,000 is	$0.50	$0.75	$1.00	$1.25	$1.50	$1.75	$2.00	$2.25	$2.50	$2.75	$3.00	$3.50	$4.00	$4.50	$5.00	$5.50	$6.00	$6.50
unts $15 and under	25	25	25	25	25	25	25	25	25	25	25	25	25	30	30	30	35	35
r $ 15 to $ 25	25	25	25	25	25	25	25	25	25	25	30	30	30	35	35	35	40	40
$ 25 to $ 50	25	25	25	25	25	25	30	30	35	35	40	40	50	60	60	60	65	65
$ 50 to $ 75	25	25	25	30	30	35	40	45	50	50	60	60	75	75	75	85	85	85
$ 75 to $ 100	25	25	25	35	40	45	50	50	60	60	65	65	85	90	90	100	100	110
$100 to $ 150	25	30	35	40	50	60	65	75	85	85	90	100	115	125	125	135	135	140
$150 to $ 200	30	35	40	50	60	75	85	90	100	110	115	125	135	140	150	150	160	165
$200 to $ 250	35	40	45	60	75	85	90	100	110	115	125	150	165	165	175	175	185	190
$250 to $ 300	35	40	50	60	75	90	100	110	125	125	150	175	190	200	200	200	210	215
$300 to $ 350	35	40	50	65	85	100	110	115	130	140	160	185	200	215	225	225	235	240
$350 to $ 400	35	50	60	75	90	110	120	125	140	150	175	190	215	235	240	250	260	265
$400 to $ 450	40	50	65	80	95	115	125	135	150	160	185	200	225	250	265	275	285	
$450 to $ 500	40	50	70	85	100	120	135	140	160	170	195	225	250	275	290	300	310	
$500 to $ 550	45	60	75	90	110	130	145	155	170	180	200							
$550 to $ 600	50	65	80	95	115	135	150	160	175	190	210							
$600 to $ 650	50	70	85	100	120	140	160	170	180	200	220							
$650 to $ 700	50	70	90	110	130	150	170	180	190	210	230							
$700 to $ 750	50	75	95	115	135	165	175	190	200	220	240							
$750 to $ 800	50	75	100	125	145	160	175	200	210	230	250							
$800 to $ 850	50	75	100	125	150	165	190	210	215	240	260							
$850 to $ 900	50	75	100	125	150	175	200	215	225	250	275							
$900 to $1000	50	75	100	125	150	175	200	225	250	275	300							

Rate per $1,000 is	$7.00	$7.50	$8.00
unts $15 and under	35	35	40
r $ 15 to $ 25	40	40	50
$ 25 to $ 50	65	65	75
$ 50 to $ 75	90	90	100
$ 75 to $100	115	125	130
$100 to $150	140	150	160
$150 to $200	165	175	190
$200 to $250	190	200	215
$250 to $300	215	225	250
$300 to $350	250		

(a) **On amounts for which no graduated charge is shown in this Table,** apply the rate per $1,000 to the actual amount, but in no case must the charge be less than last-named graduated charge in the proper column, or as shown for like amount in the preceding column.

(b) **When the Rate exceeds $8.00 per $1,000,** apply the rate per $1,000 to the actual amount, but the charge must never be less than the graduated charge under the $8.00 rate.

Scale T—Currency and Securities.

Between Stations in the States of Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, w Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia and West Virginia, where the First-class rate is $1.25 for 100 nds, or less, the following Exceptions to Scale R and Article E will apply:

Currency, 35 cents per $1,000.

Securities, as enumerated in Items E (2), (4) and (5), 35 cents per $1,000.

Securities, as enumerated in Items E (3), (6), (7), (8) and (9), 15 cents per $1,000.

The minimum charge on any single shipment of Bonds or Securities must be 25 cents

Scale U.

Table of Graduated Charges in Cents for Shipments of United States or Canadian Silver Coin in Amounts of Less than $1,000.

Governed by Items C (1), (2), (3), (4) and (5), page 38.

When First-Class Rate for 100 lbs. is	$0.40	$0.50	$0.60	$0.75	$0.90	$1.00	$1.10	$1.25	$1.40	$1.50	$1.60	$1.75	$2.00	$2.25	$2.50	$2.75	[illegible]
Amounts $15 and under	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	[illegible]
Over $ 15 to $ 25	25	25	25	30	30	30	30	30	30	30	30	30	35	35	35	35	[illegible]
" $ 25 to $ 50	25	25	25	30	30	30	35	35	35	35	40	40	45	45	45	50	[illegible]
" $ 50 to $ 75	35	35	40	45	50	50	50	50	55	55	60	60	65	70	70	75	[illegible]
" $ 75 to $ 100	40	40	45	45	50	50	55	55	60	60	65	65	70	80	80	85	[illegible]
" $100 to $ 150	40	40	45	50	55	55	60	60	65	65	70	70	80	85	85	90	[illegible]
" $150 to $ 200	40	40	45	50	55	55	75	75	80	80	85	85	95	105	105	110	[illegible]
" $200 to $ 250	40	40	45	50	55	55	75	75	80	80	85	85	95	105	110	115	[illegible]
" $250 to $ 300	45	45	50	55	65	65	85	90	100	100	105	105	115	130	130	140	[illegible]
" $300 to $ 350	50	50	55	60	70	80	85	95	105	110	115	115	130	140	140	150	[illegible]
" $350 to $ 400	50	50	60	65	75	85	90	100	110	115	120	125	140	150	150	160	[illegible]
" $400 to $ 450	50	50	60	70	80	90	100	110	115	120	130	130	150	155	155	170	[illegible]
" $450 to $ 500	50	50	60	75	85	95	105	115	120	130	140	140	150	165	165	180	[illegible]
" $500 to $ 550	50	50	60	75	90	100	110	120	130	140	150	150	150	165	175	190	[illegible]
" $550 to $ 600	50	50	60	75	90	100	110	125	140	150	160	160	160	175	185	200	[illegible]
" $600 to $ 650	50	50	60	75	90	100	110	125	140	150	160	160	160	175	185	200	[illegible]
" $650 to $ 700	50	50	60	75	90	100	110	125	140	150	160	170	170	185	195	210	[illegible]
" $700 to $ 750	50	50	60	75	90	100	110	125	140	150	160	170	175	190	200	220	[illegible]
" $750 to $ 800	50	50	60	75	90	100	110	125	140	150	160	175	180	200	210	230	[illegible]
" $800 to $ 850	50	50	60	75	90	100	110	125	140	150	160	175	190	210	225	240	[illegible]
" $850 to $ 900	50	50	60	75	90	100	110	125	140	150	160	175	200	225	250	270	[illegible]
" $900 to $1000	50	50	60	75	90	100	110	125	140	150	160	175	200	225	250	275	[illegible]

When First-Class Rate for 100 lbs. is	$3.50	$3.75	$4.00	$4.25	$4.50	$4.75	$5.00	$5.50	$6.00	$6.50	$7.00	$7.50	$8.00	$8.50	$9.00	$9.50	[illegible]
Amounts $15 and under	25	25	25	30	30	30	30	30	30	30	30	30	30	30	30	30	[illegible]
Over $ 15 to $ 25	35	35	35	35	35	35	35	35	40	40	40	40	50	50	50	50	[illegible]
" $ 25 to $ 50	60	60	60	60	60	60	60	60	65	65	65	65	75	75	75	75	[illegible]
" $ 50 to $ 75	85	85	85	90	90	90	90	90	90	95	95	95	100	100	100	105	[illegible]
" $ 75 to $ 100	95	100	100	105	105	105	105	105	105	110	115	125	130	130	130	135	[illegible]
" $100 to $ 150	105	115	115	125	125	125	125	130	135	140	140	150	160	160	160	160	[illegible]
" $150 to $ 200	130	140	140	145	145	155	155	165	165	180	180	180	190	210	210	225	[illegible]
" $200 to $ 250	150	165	165	170	170	175	175	180	180	190	190	215	220	230	240	250	[illegible]
" $250 to $ 300	175	190	190	200	200	200	200	210	210	220	220	245	250	260	270	280	[illegible]
" $300 to $ 350	185	200	200	215	215	225	225	235	235	240	250	265	280	300	315	325	[illegible]
" $350 to $ 400	190	215	215	235	235	240	240	250	260	265	280	300	320				
" $400 to $ 450	210	225	225	250	250	265	265	275	285	295	315	340					
" $450 to $ 500	225	250	250	275	275	290	290	300	310	325	350	375					
" $500 to $ 550	235	250	250	275	275	290	290	315	330	360	385	415					
" $550 to $ 600	265	275	275	290	290	315	315	355	365	390							
" $600 to $ 650	265	275	275	290	290	315	325	360	390	425							
" $650 to $ 700	280	295	305	320	320	345	355	385									
" $700 to $ 750	290	295	305	320	340	360	375	415									
" $750 to $ 800	295	310															
" $800 to $ 850	300	320															
" $850 to $ 900	325																
" $900 to $1000	350																

(a) On amounts for which no graduat[illegible] is shown in this Table, apply the rate [illegible] to the actual amount, but in no case [illegible] charge be less than last-named graduated charge in the proper column, or as shown [illegible] amount in the preceding column.

When First-Class Rate for 100 lbs. is	$11.00	$11.50	$12.00	$12.50	$13.00	$13.50	$14.00	$14.50	$15.00
Amounts $15 and under	30	30	30	30	30	30	30	35	35
Over $ 15 to $ 25	50	50	50	50	50	50	50	50	50
" $ 25 to $ 50	75	75	75	80	80	80	80	80	80
" $ 50 to $ 75	105	105	105	110	115	120	120	120	120
" $ 75 to $100	130	130	135	135	135	135	140	145	150
" $100 to $150	170	185	195	195	195	200			
" $150 to $200	230	230	240						
" $200 to $250	275	285	300						
" $250 to $300	330	345	360						
" $300 to $350	385	405	420						

(b) When the rate exceeds $15.00 per $1,000, apply the rate per $1,000 to [illegible] amount, but the charge must never be less than the graduated charge under the $15.0[illegible]

CHAPTER XV

FINANCIAL DEPARTMENT

1. Introduction

As has already been stated, the Financial Department is charged with the issuance of various forms of money orders, travelers checks, and the transmission of money by telegraph. The following forms show the character of the documents, the use of which is fully explained.

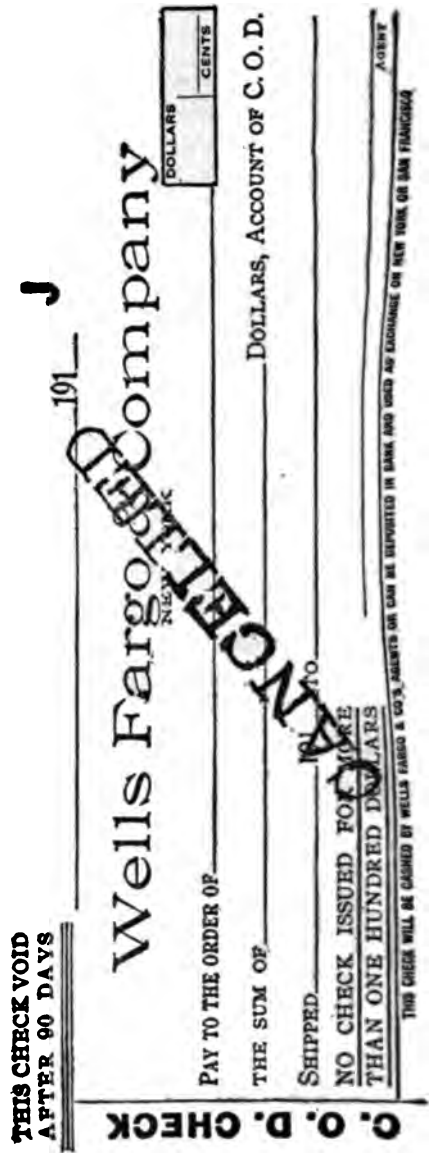
2. Money Orders

In the early days of the express service, the smaller amounts of currency, coin, or gold dust were carried by express and a money receipt was issued to the shipper. Later, many of these receipts were made negotiable and were cashed by the express agent at point of destination. From this negotiable receipt the express money order originated.

Money orders are limited to $50 each and are sold at over 30,000 express offices throughout the United States. In addition to this, thousands of branch money order offices are established in drug stores, hotels, and other places where money orders may be purchased by the public before or after usual business hours or on holidays. Many of these branch agencies are established with business concerns who issue money orders for the convenience

MONEY ORDER.

C. O. D. CHECK



of their employes as well as for remitting to their out-of-town customers. To purchase a money order, no written application is necessary. A receipt is given to the purchaser for each money order issued. The amount of the money order will be refunded upon the execution of a satisfactory indemnity bond if the money order is lost or paid to the wrong person. Money orders may bear any number of endorsements, the same as any other bankable paper. The different express companies cash each other's money orders upon proper identification.

Money orders are also used by the express companies for the payment of C. O. D. shipments and collections. One of the companies, however, uses a special C. O. D. check for this purpose. The check carries information as to the date of shipment and to whom shipped.

The rates for express money orders, payable in the United States, Canada, Mexico, Central and South America, Alaska, Hawaii, Cuba, Panama, or the West Indies, are as follows:

Not	Over	$ 2.50	3 Cts.	Not	Over	$40	15 Cts.
"	"	5	5 "	"	"	50	18 "
"	"	10	8 "	"	"	60	20 "
"	"	20	10 "	"	"	75	25 "
"	"	30	12 "	"	"	100	30 "

Over $100 at above rates

3. Travelers Checks

The travelers check is the most convenient form in which a traveler can carry money; particularly is this so when traveling in foreign countries, as he is not only safeguarded in case of loss of his checks, but he is enabled thereby to avoid many inconveniences which would otherwise arise. It is not necessary that he cash more

EXPRESS SERVICE AND RATES

TRAVELERS CHECK

orders than he actually needs in the country in which he travels, and there is no "exchange" to pay.

These travelers checks are issued in denominations of $10, $20, $50, $100, and $200 each, and are payable in all countries of the world by the agents and correspondents of the express companies at their face value in gold or its equivalent. Each check shows on its face the amount and kind of money the holder will receive, according to the country in which it is cashed.

They are sold at the principal offices of the express companies and by many banks and railroad and steamship agents at a premium of one-half of one per cent (50c per $100).

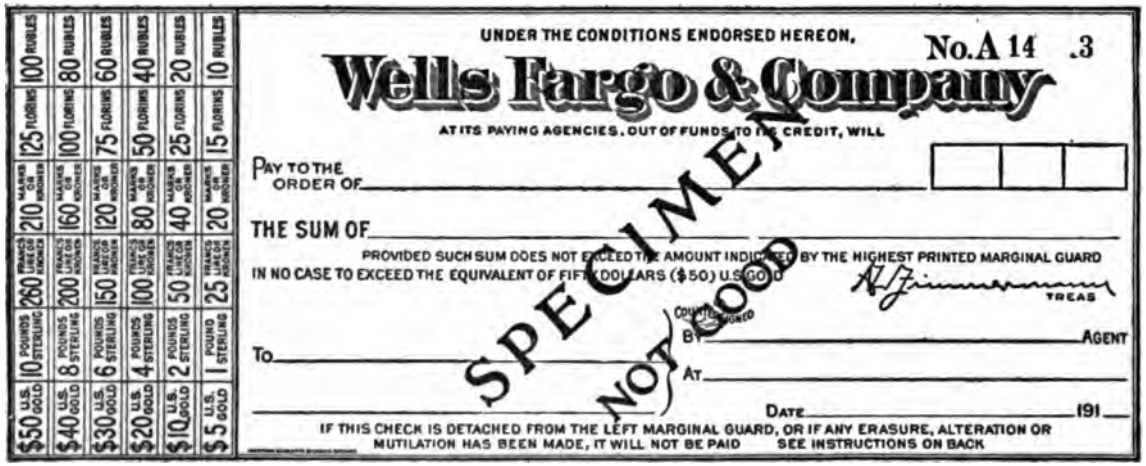
Travelers checks are accepted by railroads and steamship companies in payment for transportation and by hotels and merchants in settlement of accounts. Holders thus avoid making special trips to banks and the inconvenience and delay incident to securing funds on other forms of paper before or after business hours, on Sundays or on holidays.

At the time of sale the purchaser must sign each check. The duplication of that signature is then accepted as identification for payment. If checks are lost or stolen (before being countersigned by the purchaser), the amount will be refunded upon execution of a satisfactory indemnity bond. The checks should never be countersigned until they are ready to be cashed or are given in payment.

4. Foreign Money Orders

Money orders are issued payable in foreign countries at the usual rates of exchange. These orders are drawn in sterling, francs, lire, marks, kronen, rubles, yen,

FOREIGN MONEY ORDER



Face

INSTRUCTIONS.

When properly countersigned and endorsed, this check is payable without advice if presented within 90 days from date of issue. After 90 days it must not be paid without advice.

The paper upon which this Check is printed has been so prepared that any alterations made with knife or acid will be apparent. Paying Agents are requested to see that the paper

etc., and have the same advantages as those drawn in dollars for domestic use.

These orders are sent by the purchaser to the payee through the mails and are paid by the banker upon whom they are drawn.

The rates for foreign money orders are as follows:

RATES FOR FOREIGN MONEY ORDERS

For Amounts	Pounds Sterling	Finmarks, Francs, Lire or Kronen	Marks or Kroner	Gulden same as Florins	Rubles or Yen	Charges
Not over	2	50	40	25	20	5 cts.
"	4	100	80	50	40	10 "
"	6	150	120	75	60	12 "
"	8	200	160	100	80	15 "
"	10	260	210	125	100	18 "
"	12	300	240	150	120	20 "
"	15	375	300	185	150	25 "
"	20	520	420	250	200	30 "

5. Foreign Remittances

In addition to the Foreign Money Order Service, the express companies have a service known as the "Foreign Postal Remittance" for the purpose of making remittances to those who reside at places remote from banks or where it would not be convenient for them to go to a bank to obtain the money on a money order.

Those wishing to use this method of sending money to foreign countries deliver the amount to the express agent who gives a receipt therefor, to be retained by the sender until advised the money has reached its proper destination. The sender is also given an advice slip, printed in several languages, instructing those at destination what to do in case the money does not reach them promptly. This advice slip is forwarded, by mail, by the

FOREIGN REMITTANCE

sender of the money to the person to whom the money is to be paid.

The express company to whom the money is delivered immediately advises its nearest paying agency abroad to pay the amount at the address of and to the person for whom it is intended, in the money of the country where it is payable.

CHARGES FOR FOREIGN POSTAL REMITTANCES

For Amounts	Pounds Sterling	Francs, Marks or Lire or Austrian Kronen	Scandinavian Kronor	Gulden (Florins)	Rubles	Charges Austria-Hungary, Great Britain, Ireland, Germany, Norway and Sweden.	Charges Balkan-States, Denmark, France, Italy, Russia and Switzerland.
Not over.....	2	50	40	25	20	15 cts.	20 cts.
" "	4	100	80	50	40	20 "	25 "
" "	6	150	120	75	60	22 "	27 "
" "	8	200	160	100	80	25 "	30 "
" "	10	260	210	125	100	28 "	33 "
" "	12	300	240	150	120	30 "	35 "
" "	15	375	300	185	150	35 "	40 "
" "	20	520	420	250	200	40 "	45 "
For any amount in excess of the above, charge only						40 "	45 "

6. Money Transferred by Telegraph

Express companies also transfer money by wire to almost any part of the world at the very lowest rate possible for prompt and efficient service.

The agents make immediate delivery of all money sent by telegraph to any given address, by special messenger, and also deliver with the money any special message or instructions from the sender. The sender of a telegraphic transfer may waive the identification of the payee, in which case only ordinary precaution is taken by the paying agent.

Money may be telegraphed "to be called for" at the

company's office or "in care of" any person, hotel, or company.

Railroad or steamship tickets are purchased and delivered to any person whom the sender may indicate, without extra charge over the rates shown for the service.

The rates between points in the United States are as follows:

Not over $ 50.00	....	$0.50 and cost of telegram.
Not over 75.00	....	0.60 and cost of telegram.
Not over 100.00	....	0.85 and cost of telegram.

Add 25 cents per $100.00 (or fraction thereof) for additional sums up to $3,000.00. This will make the charge for $3,000.00, eight dollars and ten cents plus cost of telegram.

For amounts over $3,000.00, charge 20 cents per $100.00 (or fraction thereof) in addition to the charge for $3,000.00.

To foreign countries the cost varies according to the service performed.

7. Letters of Credit

Some of the express companies issue letters of credit, payable at their agencies and banking correspondents throughout the world. The rate charged for a letter of credit depends upon the market rate of exchange for sterling, francs, or marks on the day the letter is issued.

The travelers check is a much more convenient form to handle and requires less detail on the part of the holder. When very large sums are being handled, however, the letter of credit is convenient to carry and obviates the necessity of signing many checks.

8. Indemnity Bond

Whenever a money order, travelers check, or C. O. D. check is lost, the owner is required to execute an indemnity bond of the following form before the company will indemnify him. This form is self-explanatory.

To cover lost Money Order, Travelers Check or C. O D. Check.

_____ State of _____ Date _____ 191___

WHEREAS, WELLS FARGO & COMPANY on

_____, 191___ issued its _____ No. _____ Series _____

for _____ Dollars, payable to the order of

Enter Name of Payee } _____

and whereas, it is claimed that said instrument is lost or destroyed;

NOW THEREFORE, in consideration of the payment of said sum of _____ Dollars

to the undersigned principal, we _____ as such

principal and _____ as surety hereby agree to indemnify and hold harmless said Wells Fargo & Company from and against any and all loss by reason of said payment.

Principal's Signature } _____ Address _____ City _____

Surety's Signature } _____ Address _____ City _____ Business _____

Approved _____ Agent	_____ _____ Auditor of Money Orders
_____ 191___	Chicago, Ill., _____ 191___

INSTRUCTIONS to Agent:—Fill out all blank spaces, have Principal and Surety sign, then approve and send to Auditor of Money Orders. The Auditor will satisfy himself that the instrument has not been paid and assure himself of the sufficiency of bond. He will then issue Voucher Draft and return to agent, who will deliver to claimant, who will receipt in space provided, pay amount and remit Draft as a cash remittance to depository.

CHAPTER XVI

FOREIGN DEPARTMENT

1. Introduction

It is frequently perplexing and very difficult for exporters or importers to obtain accurate information concerning the various requirements that must be complied with to obviate fines or excessive charges on shipments to and from foreign countries; and this difficulty is emphasized when the individual is located inland and is purchasing or selling at an interior point in the foreign country.

2. Steamship Rates

The rates of steamship companies are made on an entirely different basis from that adopted by the railroads. Sometimes they quote on measurement and at other times on weight, and not infrequently on packages, when of standard dimensions, such as barrels or casks. The usual method, however, is to quote a rate per ton "ship's option," which means measurement or weight, whichever produces the greater revenue to the ship.

Measurements are taken outside all cleats or bands, 40 cubic feet, or 2,240 pounds, being considered a ton. If a shipment measures 40 feet and weighs 3,000 pounds, the charge is made on weight. If it measures 40 feet and weighs 2,000 pounds, it is made on measurement. The

minimum steamship charge for a bill of lading is from $5 up; that is to say, a steamer demands a minimum charge on shipments (no matter how small), usually $5 and frequently more; in some instances the minimum is $10.

As will be seen by the tariff which follows, there are certain papers necessary to be furnished in addition to the usual shipping instructions. These papers are required by the government for revenue and statistical purposes or by the steamer in order that clearance regulations may be complied with. Consular invoices showing information as to the character, quantity, and value of goods are required also.

It is practically impossible for an interior shipper properly to enter imported merchandise or to clear his exports without the assistance of an agent at the port, and if the shipment is destined to or coming from an interior point in the foreign country, the services of some forwarder or agent is also necessary at the foreign port.

Steamship rates do not cover marine risk, and, therefore, all shipments to and from abroad should be insured against such risk. The character of insurance to be effected depends to some extent upon the class of goods. Ordinary policies do not include loss from breakage or pilfering; it is possible, however, to cover every risk. Under the ordinary steamship bill of lading very little responsibility is assumed by the ship, and unless the shipper is thoroughly familiar with all the details of the foreign business, a broker or forwarding agent's services are indispensable.

3. Special Service

(a) Quoting Through Rates

The express companies, through their foreign departments, in which they employ a staff of experts in steamship and foreign inland transportation charges, are prepared to handle and to quote rates on import and export business of any description, not only to or from the ports in this country but also to or from interior points, irrespective of the character of inland transportation used in the United States. This branch of the express business attends to the forwarding of this class of business by freight as well as by express, and in this capacity the express company acts as a forwarder or as the agent of its patron.

It is frequently a great advantage to the importer or exporter to be able to obtain a through rate and to have shipments sent with charges collect and the express companies offer these inducements. The steamship companies, as a rule, will not quote rates beyond the ports between which they operate, nor do they attend to the clearing or forwarding, and in many cases they demand prepayment of their charges. All of these difficulties may be overcome by arrangement with the express carriers.

(b) Acting as Customs Broker or Forwarding Agent

In selecting a customs broker or forwarding agent, the chief factors to be taken into consideration are responsibility and the ability properly to safeguard the shipper's interests. The financial responsibility of the express companies has never been questioned, and the volume of

business handled by these carriers is a sufficient guarantee of their ability to safeguard their patrons.

The charge made by the express companies for this service varies with the character of the service rendered. For ordinary transactions the usual brokerage charge is made; where the service rendered includes the advancement of freight, money, or other expenditure, or some particular individual service out of the ordinary course of business, the charges vary with the service performed. The character of services rendered by the foreign department is so varied that it would be impossible to enumerate them in a work of this character. Through their agencies throughout the world the express companies are able to carry out almost any commission that may be entrusted to them, from the ordinary mercantile transaction to taking entire charge of the remains of a citizen who has died abroad, and returning them to his home. The personal service is particularly emphasized in this department of the express business.

(c) Giving Information in Ordering Goods from Abroad

Before ordering goods from abroad, full and definite information should be secured regarding rates, route, time, customs regulations, etc. The foreign shipper should be instructed to take shipping instructions from, or send the goods with proper invoices and shipping instructions to, the foreign express representative of the company selected. If this is done, the goods and invoices will reach the American port together, making possible immediate entry with the customs. When invoices do not accompany the goods, delay frequently occurs, and if the invoices do not arrive in time to make it possible to

enter the goods at the custom house within forty-eight hours after the ship arrives, they go to "General Order," involving considerable extra expense. Consular invoices must be furnished by the foreign shipper on all imports valued in excess of $100. When goods are to move "In Bond" the package must be marked "In Bond to ———." Invoices and bills of lading must also show such instructions; otherwise it is not possible to forward goods "In Bond."

(d) Making Less Charges on Small Shipment than Steamship Companies

In addition to the foregoing, the express companies by combining a number of small shipments are able to make charges for small shipments that are materially less than may be obtained from the steamship companies direct.

4. Foreign Tariff

All of the companies publish a tariff showing the charges and rules to be complied with. A study of this tariff, particularly the rules, is necessary in order that shipments may reach destination without being penalized. It must be remembered also that inland charges to the American port must be added to these charges to obtain the through rate and that insurance should always be effected when the shipper desires full protection against loss.

It may assist in understanding this tariff to see how it would be applied to a particular shipment. Suppose that you were making a shipment from New York to Liverpool. By referring to page one of the tariff (pages 334

and 335), you will find Liverpool as the first item appear- under the heading "Europe." The shipment in question weighs 120 lbs., is valued at $100.00, and is to be insured for that amount. You will notice in the explanation given directly above the rates that it is stated that when the value of any merchandise shipment exceeds $50.00, an additional charge must be made on value. You will also notice that the highest rate given is $2.50, which is for 100 lbs. In the next column to the 100-lb. rate, you will find 30c, which is the charge for each additional 20 lbs. above the 100 lbs. As the shipment is valued at $100.00, an additional charge will have to be paid for the $50.00 valuation above the valuation upon which the rate is based. As this rate is 40c per $100 or fraction thereof, there would be a charge of 40c for the additional valuation, and as there is a charge of 30c for each $100.00 or fraction thereof for marine insurance, 30c would have to be added to the other charges for marine insurance. The table given below will show in brief the various charges on this shipment.

First 100 lbs.	$2.50
Additional 20 lbs.	.30
Valuation in excess of $50	.40
Marine Insurance	.30
	$3.50

With the general knowledge obtained from the foregoing, a careful study of the following excerpts from the tariff will fully explain all of the principal points involved.

Wells Fargo & Company Express.

FOREIGN TARIFF AND INSTRUCTIONS.

ATLANTIC OCEAN ROUTES.

Rates via "Atlantic Ocean Routes" apply only to shipments forwarded **by steamer** from New York, and the inland rate to New York must be charged in addition to the ocean rates shown.

TARIFF FROM NEW YORK TO

The variations in foreign rates allow no fixed schedule.
To large or regular shippers all responsible competition will be met.

ON PARCELS, PACKAGES, BOXES, BALES, ETC.—(For Bulky Goods see Rule 8, page 6.)

When the value of any Merchandise Shipment, including **Jewelry Parcels,** exceeds $50 an additional charge must be made on value. The rates given below are based upon 5 cubic feet to each 100 lbs., or 20 lbs. to each cubic foot. The Company therefore reserves the right to increase its charges proportionally when the cubical measurement of goods exceeds the above basis. (See rule for ascertaining cubic measurement on page 3.)

EUROPE.	lb. 1	lbs. 2	lbs. 3	lbs. 4	lbs. 5	lbs. 7	lbs. 10	lbs. 15	lbs. 20	lbs. 25	lbs. 30	lbs. 35	lbs. 40	lbs. 45	lbs. 50	lbs. 55	lbs. 60	lbs. 65	lbs. 70	lbs. 75	lbs. 80	lbs. 85	lbs. 90	lbs. 95	lbs. 100	Each Additional 20 lbs.	From New York Charge per $100 or fraction thereof. Value.	Marine Ins.
GREAT BRITAIN, Liverpool	.30	.35	.40	.45	.50	.55	.60	.80	1.00	1.20	1.25	1.40	1.50	1.65	1.75	1.85	1.95	2.00	2.15	2.25	2.30	2.35	2.40	2.45	2.50	.30	.40	.30
London	.40	.45	.50	.55	.60	.70	.75	1.00	1.25	1.50	1.75	2.00	2.25	2.40	2.50	2.55	2.60	2.70	2.75	2.85	3.00	3.20	3.25	3.40	3.50	.40	.50	.35
†All other places in England, Scotland, Ireland and Wales	.45	.50	.55	.60	.65	.75	.80	1.00	1.25	1.50	1.75	2.00	2.25	2.40	2.50	2.65	2.75	2.80	2.85	3.00	3.10	3.25	3.35	3.50	3.60	.45	.50	.40
FRANCE, Havre	30	.35	.40	.45	.50	.55	.60	.80	1.00	1.15	1.25	1.40	1.50	1.65	1.75	1.90	2.00	2.15	2.25	2.40	2.50	2.65	2.75	2.90	3.00	.40	.40	.35
Paris, see Rule 10, page 6	.35	.45	.55	.60	.65	.85	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.65	2.75	2.90	3.00	3.15	3.25	3.40	3.50	3.65	3.75	3.90	4.00	.45	.50	.35
†All other places	.55	.60	.75	.90	1.00	1.40	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.65	3.75	3.90	4.00	4.25	4.50	4.65	4.75	4.90	5.00	.50	.50	.40
GERMANY, Hamburg and Bremen	.30	.35	.40	.45	.50	.55	.60	.80	1.00	1.15	1.25	1.40	1.50	1.65	1.75	1.90	2.00	2.10	2.15	2.20	2.30	2.35	2.40	2.45	2.50	.20	.40	.35
Berlin	.45	.50	.55	.65	.70	.85	.95	1.20	1.45	1.70	1.90	2.20	2.40	2.50	2.60	2.80	2.90	3.00	3.15	3.25	3.40	3.55	3.65	3.80	3.90	.35	.50	.40
†All other places	.50	.55	.65	.70	75	.90	1.00	1.25	1.50	1.75	2.00	2.25	2.50	2.65	2.75	2.90	3 00	3.15	3.25	3.40	3.50	3 65	3.75	3.90	4.00	.40	.50	.40
HOLLAND AND BELGIUM, Rotterdam and Antwerp	.35	.40	.45	.50	.55	.60	.65	.70	.75	1.00	1.05	1.15	1.25	1.35	1.45	1.55	1.65	1.75	1.85	2.00	2.25	2.35	2.40	2.45	2.50	.30	.40	.40
†Amsterdam and all other places	.40	.50	.55	.60	.65	.75	.90	1.15	1.40	1.60	1.85	1.90	2.15	2.30	2.50	2.60	2.75	2.85	2.95	3.00	3.15	3.25	3.30	3.45	3.50	.40	.50	.50
SWITZERLAND, Basle	.55	.60	.70	.80	.85	1.05	1.20	1.45	1.70	1.95	2.20	2.45	2.70	2.95	3.20	3.45	3.70	3.85	3.95	4.15	4.30	4.45	4.60	4.80	5.00	.45	.60	.45
†All other places	.60	.65	.75	.85	.90	1.10	1.25	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	3.90	4.00	4.20	4.35	4.50	4.65	4.85	5.00	.50	.75	.50
AUSTRIA AND HUNGARY																												

Rome and Florence	.60	.70	.80	.90	1.00	1.25	1.50	2.10	2.50	2.90	3.15	3.40	3.50	3.90	4.15	4.40	4.50	4.65	4.75	4.90	5.00	5.15	5.25	5.40	5.50	.55	1.25	.75
†All other places	.70	.75	.85	.95	1.00	1.30	1.60	2.20	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.40	4.50	4.65	4.75	4.90	5.00	5.15	5.25	5.40	5.50	.55	1.25	.75
●SPAIN AND ×PORTUGAL, principal cities	1.25	1.50	2.00	2.25	2.75	3.25	3.75	4.00	4.40	4.75	5.00	5.40	5.60	5.75	6.00	6.35	6.75	7.25	7.65	8.00	8.50	9.00	9.40	9.75	10.00	.60	1.50	.75
●RUSSIA AND FINLAND, St. Petersburg	1.00	1.25	1.35	1.45	1.50	1.65	1.75	2.00	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.65	4.75	4.90	5.00	5.15	5.25	5.40	5.50	.60	1.50	.50
●†All other places	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.50	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.15	6.25	6.40	6.50	6.75	6.90	7.00	7.25	.65	1.75	.60
●TURKEY, Turkey ports only	1.45	1.50	1.75	2.00	2.25	2.50	2.75	3.50	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.60	6.75	6.90	7.00	7.25	7.50	.65	2.00	1.00
●GREECE, principal cities	1.25	1.30	1.55	1.80	2.00	2.30	2.55	3.30	3.80	4.00	4.20	4.50	4.75	5.00	5.25	5.40	5.50	5.75	6.00	6.25	6.40	6.50	6.75	6.85	7.00	.60	1.75	.75
●MEDITERRANEAN ISLANDS, principal cities	1.75	2.00	2.25	2.40	2.50	2.75	3.00	3.50	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.15	6.25	6.40	6.50	6.60	6.75	7.00	7.25	.65	2.00	1.00
ASIA.																												
●ARABIA, PALESTINE, SYRIA, principal cities	2.00	2.25	2.50	2.65	2.75	3.00	3.25	3.75	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	7.75	8.00	8.25	.75	2.25	1.00
●PERSIA, principal ports of	2.75	3.00	3.25	3.50	3.75	4.00	4.50	5.00	5.50	5.75	6.00	6.25	6.50	6.75	7.25	7.50	7.75	8.00	8.25	8.50	8.75	9.00	9.25	9.50	9.75	1.50	2.00	1.75
●INDIA, Bombay, Madras, Calcutta, Colombo, Penang, Singapore and Rangoon	.60	.65	1.25	1.50	1.75	2.00	2.30	2.50	2.70	3.00	3.50	3.75	3.85	4.25	4.50	4.75	4.85	5.00	5.15	5.50	5.75	5.90	6.00	6.15	6.25	.50	1.50	1.50
All other places on a railroad	1.00	1.50	2.00	2.25	2.50	2.75	2.75	3.00	3.25	4.00	5.50	5.75	6.00	7.00	7.50	7.75	8.00	8.25	8.50	8.75	9.00	9.50	10.00	10.50	11.00	1.25	2.00	1.75
●JAVA, SUMATRA, BORNEO, principal ports	1.50	1.60	1.75	2.00	2.25	2.50	2.75	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	6.00	6.25	6.50	6.75	7.00	7.25	7.50	7.75	8.00	1.25	1.50	1.50
●PHILIPPINE ISLANDS, Manila	.75	.85	1.50	1.75	2.00	2.25	2.50	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.75	7.00	7.25	.65	1.00	1.00
Other principal ports	1.00	1.25	1.75	2.00	2.25	2.50	3.00	3.50	4.00	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	8.00	8.25	8.50	1.25	1.50	1.25
●CHINA, Hongkong, Shanghai, Amoy, Canton, Foochow and Tientsin	.60	.65	1.00	1.50	1.75	2.00	2.35	2.75	3.50	3.75	3.85	4.25	4.50	4.75	4.85	5.00	5.25	5.50	5.75	6.00	6.15	6.25	6.40	6.50	6.75	.45	1.75	1.50
	.75	.85	1.50	1.75	2.00	2.25	2.50	3.00	3.75	3.90	4.00	4.50	4.75	4.90	5.00	5.15	5.25	5.50	6.00	6.15	6.25	6.40	6.50	6.65	6.75	.65	1.75	1.75
●Dalny, Harbin, Mukden, New Chwang	3.00	3.50	4.00	4.25	4.50	4.75	5.00	5.50	5.75	6.00	6.50	7.00	7.25	7.50	8.00	8.50	8.75	9.00	9.50	10.00	11.00	12.00	12.50	13.00	14.00	1.75	3.50	2.00
All other Treaty ports	1.00	1.25	1.75	2.00	2.25	2.50	2.75	3.50	4.00	4.50	4.75	5.25	5.50	6.00	6.25	6.50	6.75	7.00	7.25	7.50	7.75	8.00	8.25	8.50	8.75	1.00	2.00	1.75
●JAPAN, Yokohama, Kobe and Nagasaki	.60	.65	1.25	1.50	1.75	2.00	2.35	2.75	3.50	3.75	3.85	4.25	4.50	4.75	4.85	5.00	5.15	5.50	5.75	5.90	6.00	6.15	6.25	6.40	6.50	60	1.75	1.50
TOKIO, and all other places on railroad	1.00	1.25	1.50	1.75	2.00	2.25	2.50	3.00	3.75	4.00	4.50	4.75	5.00	5.50	5.75	6.00	6.50	6.75	7.00	7.50	8.00	8.25	8.50	8.75	9.00	.75	2.00	1.50
●KOREA, Chemulpo	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50	7.00	7.50	8.00	9.00	9.50	10.00	11.00	12.00	1.50	2.50	2.00
Fusan and Seoul	3.00	3.50	4.00	4.25	4.50	4.75	5.00	5.50	5.75	6.00	6.50	7.00	7.25	7.50	8.00	8.50	8.75	9.00	9.50	10.00	11.00	12.00	12.50	13.00	14.00	1.75	3.50	2.00
●SIBERIA, Vladivostock	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	5.00	5.25	5.50	5.75	6.00	6.75	7.00	7.25	7.50	7.75	8.00	8.50	9.50	10.00	10.50	11.50	12.50	1.75	3.00	2.00

●All charges must be prepaid to countries and ports marked thus ●. See also Rule 7, page 6.

†The designation "All other places" includes only places on a railroad or those reached by direct steamer connection.

×Consular invoices required. See page 3

(Continued.)

ATLANTIC OCEAN ROUTES—Continued.

TARIFF FROM NEW YORK TO

The variations in foreign rates allow no fixed schedule.

To large or regular shippers all responsible competition will be met.

ON PARCELS, PACKAGES, BOXES, BALES, ETC.—(For Bulky Goods see Rule 8, page 6.)

When the value of any Merchandise Shipment, including **Jewelry Parcels, exceeds $50, an additional charge must be made on value.** The rates given below are based upon 5 cubic feet to each 100 lbs., or 20 lbs. to each cubic foot. The Company therefore reserves the right to increase its charges proportionally when the cubical measurement of goods exceeds the above basis. (See rule for ascertaining cubic measurement below.)

AMERICA.—*Continued.*	lb. 1	lbs. 2	lbs. 3	lbs. 4	lbs. 5	lbs. 7	lbs. 10	lbs. 15	lbs. 20	lbs. 25	lbs. 30	lbs. 35	lbs. 40	lbs. 45	lbs. 50	lbs. 55	lbs. 60	lbs. 65	lbs. 70	lbs. 75	lbs. 80	lbs. 85	lbs. 90	lbs. 95	lbs. 100	Each Additional 20 lbs.	From New York Charge per $100 or fraction thereof. Value.	Marine Ins.
SOUTH AMERICA.—Continued.																												
×●Chili, Antofagasta, Coquimbo, Iquique, Valparaiso	2.75	2.90	3.00	3.15	3.25	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	7.75	8.00	8.25	8.50	.75	.75	1.00
×Ecuador, ●Guayaquil	4.50	4.65	4.75	4.90	5.00	5.15	5.25	5.40	5.50	5.65	5.75	5.90	6.00	6.15	6.25	6.40	6.50	6.65	6.75	6.80	7.00	7.15	7.25	7.40	7.50	1.00	1.00	1.00
●Guiana (Br.), Georgetown	1.50	1.65	1.75	1.90	2.00	2.25	2.40	2.50	2.65	2.75	2.90	3.00	3.15	3.25	3.40	3.50	3.65	3.75	3.90	4.00	4.25	4.50	4.75	5.00	5.25	.80	1.00	1.00
●Guiana (Dutch), Paramaribo	1.75	1.90	2.00	2.15	2.25	2.40	2.50	2.65	2.75	2.90	3.00	3.25	3.40	3.65	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	1.00	1.00	1.00
●Guiana (French), Cayenne	2.75	2.90	3.00	3.15	3.25	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	7.75	8.00	8.25	8.50	1.50	1.50	1.50
×●Peru, Callao, Mollendo	4.50	4.65	4.75	4.90	5.00	5.15	5.25	5.40	5.50	5.65	5.75	5.90	6.00	6.15	6.25	6.40	6.50	6.65	6.75	6.80	7.00	7.15	7.25	7.40	7.50	1.00	1.00	1.00
●Paraguay, Asunrion, etc., make rate to Rosario, Argentine, only	1.90	2.00	2.25	2.50	2.75	3.15	3.50	4.00	4.75	5.25	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	7.75	8.00	8.25	8.50	8.75	9.00	9.25	1.50	1.50	1.00
×U. S. of Colombia.																												
●Buenaventura	3.25	3.50	3.75	4.00	4.15	4.25	4.40	4.50	4.65	4.75	4.90	5.00	5.15	5.25	5.40	5.65	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	7.75	1.00	1.00	1.00
●Cartagena	1.75	1.90	2.00	2.15	2.25	2.40	2.50	2.65	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.75	1.00	1.00	1.00
●Savanilla	1.75	1.90	2.00	2.15	2.25	2.40	2.50	2.65	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.75	1.00	1.00	1.00
●Tumaco	3.25	3.50	3.75	4.00	4.15	4.25	4.40	4.50	4.65	4.75	4.90	5.00	5.15	5.25	5.40	5.50	5.65	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	1.00	1.00	1.00
×Uruguay, ●Colonia	1.90	2.00	2.25	2.50	2.75	3.15	3.50	4.00	4.75	5.25	5.50	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	7.75	8.00	8.25	8.50	8.75	9.00	1.50	1.50	1.50
●Montevideo	1.50	1.75	2.00	2.25	2.40	2.65	2.75	2.90	3.00	3.15	3.25	3.40	3.50	3.65	3.75	3.90	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	1.00	1.00	1.00
×●Venezuela, La Guaira, Port Cabello, Maracaibo, Coro	3.25	3.50	3.75	4.00	4.15	4.25	4.40	4.50	4.65	4.75	4.90	5.00	5.15	5.25	5.40	5.50	5.65	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	1.00	1.00	1.00

●All charges must be prepaid to countries and ports marked thus ●. See also Rule 7, page 6.

RATES ON COTTON SAMPLES.

FROM NEW YORK TO	5 lbs. and Under.	Over 5 to 10 lbs.	Over 10 to 15 lbs.	Over 15 to 20 lbs.	Over 20 to 25 lbs.	Over 25 to 30 lbs.	Over 30 to 35 lbs.	Over 35 to 40 lbs.	Over 40 Per lb.
LIVERPOOL	$0.50	$0.75	$0.90	$1.00	$1.05	$1.10	$1.15	$1.20	3 cts.
Other Points in Great Britain	.75	1.00	1.15	1.25	1.30	1.40	1.50	1.60	4 "
HAVRE	.75	1.00	1.15	1.25	1.30	1.40	1.50	1.60	4 "
Other Points in France	1.25	1.50	1.75	2.00	2.20	2.40	2.60	2.80	7 "
BREMEN	.50	.75	.90	1.00	1.05	1.10	1.15	1.20	3 "
Other Points in Germany	.75	1.00	1.25	1.50	1.65	1.80	1.90	2.00	5 "
HOLLAND and BELGIUM	1.25	1.50	1.75	2.00	2.20	2.40	2.60	2.80	7 "

wo or more bales, boxes or packages are strapped together or bound together, it must ntated, giving gross weight of the entire package and number of bales, boxes, etc., in same.

All duties in Spanish-American Republics are specific, i. e., on quantities, either levied weight, measurement, quantity, or by the pair or piece, and the customs regulations ure that the consular invoices must state definitely the character of the goods giving same their designation in accordance with the customs classifications, accurately de-ing their weight, measurement, number of quantity, so that the liquidation of duties y be made in accordance. Most of the duties are levied upon the weight of the articles oods, there being different standards of weights used for the purpose, i. e., gross weight, l weight and net weight.

RATES ON BULLION, Gold and Silver Coin, Bonds and Precious Stones valued over)00, furnished on application to the Foreign Department. Shipments valued at less than)00, charge according to classification and graduated scale. Minimum charge 75 cents.

To countries marked thus (X) Consular Invoices showing gross and net weights are uired, the cost of which must be prepaid in addition to transportation charges, as follows:

ARGENTINE REPUBLIC, for any amount, $2.00. Blanks, translation, etc., 55 cents litional.

BOLIVIA, amounts under $200.00, $3.00; $200.00 and over 2 per cent of value. Blanks, nslations, etc., $1.90 additional.

BRAZIL, for any amount, $1.65; extra charge for certification of invoice, $1.10, extra rge for certification of bill of lading, $1.10. Blanks, translations, etc., 60 cents additional.

CHILI, amounts under $200.00, $2.00; $200.00 and over one per cent. Certification bill of lading, $1.00. Invoices must be quadruplicate. Blanks, translation, etc., 75 ts additional.

COSTA RICA, no consular fees are charged.

CUBA, bills of lading must be vised by the consul, fee $1.00. Invoices not over $4.99, ; from $5.00 to $49.99, 50 cents; from $50.00 to $200.00, $2.00; over $200.00 10 cents each $100.00 or fraction thereof.

DOMINICA, up to $50.00 in value, $1.00; $51.00 to $200.00, $2.00; $201.00 to $1,000.00,)0; $1,000.00 to $2,000.00, $4.00; $2,000.00 to $4,000.00, $1.00 per thousand or fraction reof. Blanks translation, etc., $1.10 additional.

HAYTI, for any amount $1.25. Blanks, translations, etc., 75 cents additional.

HONDURAS, each set value under $25.00, $1.00, $25.00, not over $49.99, $1.50, $50.00, not over $99.99, $3.00; $100.00, not over $499.99, $6.00; $500.00, not over $999.99, $10.00; $1,000.00 and over, $10.00; plus 25 cents for each additional hundred or fraction thereof. Blanks, translations, etc., $1.30 additional.

MEXICO, for $49.80 and under, $1.50; over $49.80 to $249.00, $3.00; over $249.00 to $498.00, $4.00; each additional $498.00, or fractional part thereof, $1.25.

NICARAGUA, $99.99 and under $2.50; $100.00 to $199.99, $3.00; $200.00 to $499.99, $5.00; $500.00 to $999.99, $10.00; $1,000.00 or over $10.00 plus one-fourth of one per cent. for value in excess of $1,000. Certification of bill of lading, $2.00. Blanks, translations, etc., $1.35 additional.

PANAMA, REPUBLIC OF, nine-tenths of one per cent. of value, minimum fee $1.00; for certifying bill of lading $100.00 and less $1.00; over $100.00, $3.00.; blanks, translations, etc., $1.15 additional.

PARAGUAY, certification of bills of lading, $2.00

PERU, one per cent. of value, minimum $1.00. Blanks, translations, etc., $1.15 additional.

PORTUGAL, any amount, $2.50. Blanks, translations, etc., 55 cents additional.

SALVADOR, up to $25.00, $1.00; over $25.00 to $100.00, $2.00; over $100.00 to $500.00, $4.00; over $500.00 to $1,000.00, $6.00; over $1,000.00, 25 cents for each additional $100.00. Blanks, translations, etc., $1.25 additional.

URUGUAY, $1.00 for each consignment. Blanks, translations, etc., $1.00 additional.

U. S. OF COLOMBIA, rates vary with commodities exported. All general merchandise is taxed one per cent. for consular fees. Blanks, translations, etc., $1.30 additional. Proper reservation should be made by agents for additional fee if exacted by consul.

VENEZUELA, amounts to $99.99, $3.75; $100.00 to $199.99, $5.00; $200.00 to $799.99, $7.50; $800.00 and over, $7.50; plus $1.25 for each $200.00 or fraction thereof. Blanks, translations, etc., $1.25 additional.

SPECIAL RATES FOR HEAVY SHIPMENTS

TO OR FROM EUROPE, ASIA, AUSTRALIA AND OTHER FOREIGN COUNTRIES

Will be quoted by Foreign Dep't, New York, or San Francisco, on receipt of the information designated below: Through bills of lading for export shipments by express or freight will be issued when required.

1. Number of pieces; 2. Kind of goods; 3. Total cubic measurement or length, breadth depth in inches of each package); 4. Total weight; 5. Whether by fast or slow steamer; Destination of shipment; 7. Date goods are to be shipped; 8. Whether by express or ght to New York or San Francisco; 9. Amount of Marine Insurance, if wanted; 10. ether charges are to be prepaid, or collected from consignee.

This information is needed because Ocean transportation is, as a rule, based on cubi-measurement, and the cost thereof varies from time to time.

CUBIC MEASUREMENT: To ascertain the exact cubical measurement of an article, tiply the length by the width, and the product thus obtained by the height, first reducing such measurements to inches. Example: A box 2 feet 4 inches long, 3 feet 8 inches wide and 1 foot 7 inches high (reduced to inches) is figured as follows: 2′ 4″ or 28″ multiplied by 3′ 8″ or 44″ is 1,232 inches, multiplied again by 1′ 7″ or 19″ gives 23,408 cubic inches, which when divided by the number of cubic inches in 1 cubic foot, or 1,728, gives $13\frac{344}{1728}$ cubic feet. Charge for 14 cubic feet

In ascertaining cubical measurement of boxes, etc., of irregular shapes, or those having projecting parts, it is the rule of the Steamship Companies to exact measurements of the largest side. When measurements, as made by shippers or agents, do not agree with those made by Steamship Companies, the latter will prevail.

TRUCKING SERVICE—PORT OF NEW YORK.

This Company maintains a Trucking plant for the cartage, at customary rates, of y goods, machinery, etc., in any quantity, to and from railroad stations, steamship warehouses, stores, etc., in the port of New York. Goods called for at stores, warehouses, steamship piers, etc., for delivery or shipping by rail or water routes. Apply to Foreign Department, New York.

ATLANTIC OCEAN ROUTES—Continued.

TARIFF FROM NEW YORK TO

The variations in foreign rates allow no fixed schedule.
To large or regular shippers all responsible competition will be met.

ON PARCELS, PACKAGES, BOXES, BALES, ETC.—(For Bulky Goods see Rule 8, page 6.)

When the value of any Merchandise Shipment, including **Jewelry Parcels, exceeds $50, an additional charge must be made on value.** The rates given below are based upon 5 cubic feet to each 100 lbs., or 20 lbs. to each cubic foot. The Company therefore reserves the right to increase its charges proportionally when the cubical measurement of goods exceeds the above basis. (See rule for ascertaining cubic measurement below.)

AMERICA.—*Continued.*	lb. 1	lbs. 2	lbs. 3	lbs. 4	lbs. 5	lbs. 7	lbs. 10	lbs. 15	lbs. 20	lbs. 25	lbs. 30	lbs. 35	lbs. 40	lbs. 45	lbs. 50	lbs. 55	lbs. 60	lbs. 65	lbs. 70	lbs. 75	lbs. 80	lbs. 85	lbs. 90	lbs. 95	lbs. 100	Each Additional 20 lbs.	From New York Charge per $100 or fraction thereof. Value.	Marine Ins.
SOUTH AMERICA.—Continued.																												
×●Chili, Antofagasta, Coquimbo, Iquique, Valparaiso	2.75	2.90	3.00	3.15	3.25	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	7.75	8.00	8.25	8.50	.75	.75	1.00
×Ecuador, ●Guayaquil	4.50	4.65	4.75	4.90	5.00	5.15	5.25	5.40	5.50	5.65	5.75	5.90	6.00	6.15	6.25	6.40	6.50	6.65	6.75	6.80	7.00	7.15	7.25	7.40	7.50	1.00	1.00	1.00
●Guiana (Br.), Georgetown	1.50	1.65	1.75	1.90	2.00	2.25	2.40	2.50	2.65	2.75	2.90	3.00	3.15	3.25	3.40	3.50	3.65	3.75	3.90	4.00	4.25	4.50	4.75	5.00	5.25	.80	1.00	1.00
●Guiana (Dutch), Paramaribo	1.75	1.90	2.00	2.15	2.25	2.40	2.50	2.65	2.75	2.90	3.00	3.25	3.40	3.65	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	1.00	1.00	1.00
●Guiana (French), Cayenne	2.75	2.90	3.00	3.15	3.25	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	7.75	8.00	8.25	8.50	1.50	1.50	1.50
×●Peru, Callao, Mollendo	4.50	4.65	4.75	4.90	5.00	5.15	5.25	5.40	5.50	5.65	5.75	5.90	6.00	6.15	6.25	6.40	6.50	6.65	6.75	6.80	7.00	7.15	7.25	7.40	7.50	1.00	1.00	1.00
●Paraguay, Asuncion, etc., make rate to Rosario, Argentine, only	1.90	2.00	2.25	2.50	2.75	3.15	3.50	4.00	4.75	5.25	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	7.75	8.00	8.25	8.50	8.75	9.00	9.25	1.50	1.50	1.00
×U. S. of Colombia.																												
●Buenaventura	3.25	3.50	3.75	4.00	4.15	4.25	4.40	4.50	4.65	4.75	4.90	5.00	5.15	5.25	5.40	5.65	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	7.75	1.00	1.00	1.00
●Cartagena	1.75	1.90	2.00	2.15	2.25	2.40	2.50	2.65	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.75	1.00	1.00	1.00
●Savanilla	1.75	1.90	2.00	2.15	2.25	2.40	2.50	2.65	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.75	1.00	1.00	1.00
●Tumaco	3.25	3.50	3.75	4.00	4.15	4.25	4.40	4.50	4.65	4.75	4.90	5.00	5.15	5.25	5.40	5.50	5.65	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	1.00	1.00	1.00
×Uruguay, ●Colonia	1.90	2.00	2.25	2.50	2.75	3.15	3.50	4.00	4.75	5.25	5.50	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	7.75	8.00	8.25	8.50	8.75	9.00	1.50	1.50	1.50
●Montevideo	1.50	1.75	2.00	2.25	2.40	2.65	2.75	2.90	3.00	3.15	3.25	3.40	3.50	3.65	3.75	3.90	4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75	6.00	1.00	1.00	1.00
×●Venezuela, La Guaira, Port Cabello, Maracaibo, Coro	3.25	3.50	3.75	4.00	4.15	4.25	4.40	4.50	4.65	4.75	4.90	5.00	5.15	5.25	5.40	5.50	5.65	5.75	6.00	6.25	6.50	6.75	7.00	7.25	7.50	1.00	1.00	1.00

●All charges must be prepaid to countries and ports marked thus ●. See also Rule 7, page 6.

RATES ON COTTON SAMPLES.

FROM NEW YORK TO	5 lbs. and Under.	Over 5 to 10 lbs.	Over 10 to 15 lbs.	Over 15 to 20 lbs.	Over 20 to 25 lbs.	Over 25 to 30 lbs.	Over 30 to 35 lbs.	Over 35 to 40 lbs.	Over 40 Per lb.
LIVERPOOL	$0.50	$0.75	$0.90	$1.00	$1.05	$1.10	$1.15	$1.20	3 cts.
Other Points in Great Britain	.75	1.00	1.15	1.25	1.30	1.40	1.50	1.60	4 "
HAVRE	.75	1.00	1.15	1.25	1.30	1.40	1.50	1.60	4 "
Other Points in France	1.25	1.50	1.75	2.00	2.20	2.40	2.60	2.80	7 "
BREMEN	.50	.75	.90	1.00	1.05	1.10	1.15	1.20	3 "
Other Points in Germany	.75	1.00	1.25	1.50	1.65	1.80	1.90	2.00	5 "
HOLLAND and BELGIUM	1.25	1.50	1.75	2.00	2.20	2.40	2.60	2.80	7 "

ıtated, giving gross weight of the entire package and number of bales, boxes, etc., in same.

All dutics in Spanish-American Republics are specific, i. e., on quantities, either levied weight, measurement, quantity, or by the pair or piece, and the customs regulations uire that the consular invoices must state definitely the character of the goods giving same their designation in accordance with the customs classifications, accurately de-ing their weight, measurement, number of quantity, so that the liquidation of dutics y be made in accordance. Most of the dutics are levied upon the weight of the articles :oods, there being different standards of weights used for the purpose, i. e., gross weight, ıl weight and net weight.

RATES ON BULLION, Gold and Silver Coin, Bonds and Precious Stones valued over)00, furnished on application to the Foreign Department. Shipments valued at less than)00, charge according to classification and graduated scale. Minimum charge 75 cents.

To countries marked thus (X) Consular Invoices showing gross and net weights are uired, the cost of which must be prepaid in addition to transportation charges, as follows:

ARGENTINE REPUBLIC, for any amount, $2.00. Blanks, translation, etc., 55 cents litional.

BOLIVIA, amounts under $200.00, $3.00; $200.00 and over 2 per cent of value. Blanks, nslations, etc., $1.90 additional.

BRAZIL, for any amount, $1.65; extra charge for certification of invoice, $1.10, extra rge for certification of bill of lading, $1.10. Blanks, translations, etc., 60 cents additional.

CHILI, amounts under $200.00, $2.00; $200.00 and over one per cent. Certification ›ill of lading, $1.00. Invoices must be quadruplicate. Blanks, translation, etc., 75 ts additional.

COSTA RICA, no consular fees are charged.

CUBA, bills of lading must be vised by the consul, fee $1.00. Invoices not over $4.99, ·; from $5.00 to $49.99, 50 cents; from $50.00 to $200.00, $2.00; over $200.00 10 cents each $100.00 or fraction thereof.

DOMINICA, up to $50.00 in value, $1.00; $51.00 to $200.00, $2.00; $201.00 to $1,000.00,)0; $1,000.00 to $2,000.00, $4.00; $2,000.00 to $4,000.00, $1.00 per thousand or fraction reof. Blanks translation, etc., $1.10 additional.

HONDURAS, each set value under $25.00, $1.00, $25.00, not over $49.99, $1.50, $50.00, not over $99.99, $3.00; $100.00, not over $499.99, $6.00; $500 00, not over $999.99, $10.00; $1,000.00 and over, $10.00; plus 25 cents for each additional hundred or fraction thereof. Blanks, translations, etc., $1.30 additional.

MEXICO, for $49.80 and under, $1.50; over $49.80 to $249.00, $3.00; over $249.00 to $498.00, $4.00; each additional $498.00, or fractional part thereof, $1.25.

NICARAGUA, $99.99 and under $2.50; $100.00 to $199.99, $3.00; $200.00 to $499.99, $5.00; $500.00 to $999.99, $10.00; $1,000.00 or over $10.00 plus one-fourth of one per cent. for value in excess of $1,000. Certification of bill of lading, $2.00. Blanks, translations, etc., $1.35 additional.

PANAMA, REPUBLIC OF, nine-tenths of one per cent. of value, minimum fee $1.00; for certifying bill of lading $100.00 and less $1.00; over $100.00, $3.00.; blanks, translations, etc., $1.15 additional.

PARAGUAY, certification of bills of lading, $2.00

PERU, one per cent. of value, minimum $1.00. Blanks, translations, etc., $1.15 additional.

PORTUGAL, any amount, $2.50. Blanks, translations, etc., 55 cents additional.

SALVADOR, up to $25.00, $1.00; over $25.00 to $100.00, $2.00; over $100.00 to $500.00, $4.00; over $500.00 to $1,000.00, $6.00; over $1,000.00, 25 cents for each additional $100.00. Blanks, translations, etc., $1.25 additional.

URUGUAY, $1.00 for each consignment. Blanks, translations, etc., $1.00 additional.

U. S. OF COLOMBIA, rates vary with commodities exported. All general merchandise is taxed one per cent. for consular fees. Blanks, translations, etc., $1.30 additional. Proper reservation should be made by agents for additional fee if exacted by consul.

VENEZUELA, amounts to $99.99, $3.75; $100.00 to $199.99, $5.00; $200.00 to $799.99, $7.50; $800.00 and over, $7.50; plus $1.25 for each $200.00 or fraction thereof. Blanks, translations, etc., $1.25 additional.

SPECIAL RATES FOR HEAVY SHIPMENTS

TO OR FROM EUROPE, ASIA, AUSTRALIA AND OTHER FOREIGN COUNTRIES

Will be quoted by Foreign Dep't, New York, or San Francisco, on receipt of the information designated below:
Through bills of lading for export shipments by express or freight will be issued when required.

1. Number of pieces; 2. Kind of goods; 3. Total cubic measurement or length, breadth depth in inches of each package); 4. Total weight; 5. Whether by fast or slow steamer;)estination of shipment; 7. Date goods are to be shipped; 8. Whether by express or ght to New York or San Francisco; 9. Amount of Marine Insurance, if wanted; 10. ther charges are to be prepaid, or collected from consignee.

This information is needed because Ocean transportation is, as a rule, based on cubi-measurement, and the cost thereof varies from time to time.

CUBIC MEASUREMENT: To ascertain the exact cubical measurement of an article, ıtiply the length by the width, and the product thus obtained by the height, first reducing such measurements to inches. Example: A box 2 feet 4 inches long, 3 feet 8 inches wide and 1 foot 7 inches high (reduced to inches) is figured as follows: 2' 4" or 28" multiplied by 3' 8" or 44" is 1,232 inches, multiplied again by 1' 7" or 19" gives 23,408 cubic inches, which when divided by the number of cubic inches in 1 cubic foot, or 1,728, gives $13\frac{544}{1728}$ cubic feet. Charge for 14 cubic feet

In ascertaining cubical measurement of boxes, etc., of irregular shapes, or those having projecting parts, it is the rule of the Steamship Companies to exact measurements of the largest side. When measurements, as made by shippers or agents, do not agree with those made by Steamship Companies, the latter will prevail.

TRUCKING SERVICE—PORT OF NEW YORK.

This Company maintains a Trucking plant for the cartage, at customary rates, of ıy goods, machinery, etc., in any quantity, to and from railroad stations, steamship ıs, warehouses, stores, etc., in the port of New York. Goods called for at stores, warehouses, steamship piers, etc., for delivery or shipping by rail or water routes. Apply to Foreign Department, New York.

5. Canadian Forms

The volume of business between the United States and Canada is constantly increasing, and it is, therefore, important that the reader should familiarize himself with the forms of manifests necessary when shipping to that country. It will be noted that the forms are different, depending on whether the goods exported are sold before shipment or are sent on consignment. When sold prior to shipment, the form is on white paper, and when sent on consignment, blue paper is used.

There are also shown the following forms:

Oath of entry of Domestic Merchandise returned.

Shipper's invoice for goods exported (except Canada).

Manifest of articles exported by railway.

TREASURY DEPARTMENT.
Customs Cat. No. 8812.
Act. 576, C. S. 1898.

OATH ON ENTRY OF DOMESTIC MERCHANDISE RETURNED.

United States Customs Service,
PORT OF NEW YORK,

_____, 19

I, _____, do solemnly, sincerely, and truly swear (or affirm) that the several articles of Merchandise mentioned in the entry hereto annexed are, to the best of my knowledge and belief, truly and bona fide of the* _____ of the United States; that they were truly exported and imported as therein expressed; that they are returned without having been advanced in value or improved in condition by any process of manufacture or other means, and that no drawback, bounty, or allowance has been paid or admitted thereon, or on any part thereof.

_____

Sworn to this _____ day of _____, 19

_____, *Collector.*

8—818 *Insert "growth," "production," or "manufacture," according to the facts.

.683

Invoices in duplicate should accompany the goods into Canada, and a copy sent direct by mail to the consignee.

Invoice of goods for export to Canada, sold by exporter prior to shipment.

(Place and date) _____ 191 ___

Invoice of _____ purchased

by _____ of _____

from _____ of _____

to be shipped per Wells Fargo & Co Express.

Marks and Numbers on Packages	QUANTITIES AND DESCRIPTION OF GOODS		Fair Market Value as Sold for Home Consumption	Selling Price to the Purchaser in Canada	
					Amount

CERTIFICATE FORM M.

I, the undersigned do hereby certify as follows: _____

(1) That I am the (a) _____ exporter of the goods in the above invoice mentioned or described;

(2) That the said invoice is in all respects correct and true;

(3) That the said invoice contains a true and full statement showing the price actually paid or to be paid for the said goods, the actual quantity thereof, and all charges thereon;

(4) That the said invoice also exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada and as when sold at the same time and place in like quantity and condition for home consumption, in the principal markets of the country whence exported directly to Canada, without any discount or deduction for cash, or on account of any drawback or bounty, or on account of any royalty actually payable thereon or payable thereon when sold for home consumption but not payable when exported, or on account of the exportation thereof or for any special consideration whatever;

(5) That no different invoice of the goods mentioned in said invoice has been or will be furnished to any one; and

(6) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said exporter and purchaser or by any one on behalf of either of them, either by way of discount, rebate, salary, compensation, or in any manner whatsoever other than is shown in the said invoice.

"Whereas, German goods are subject to surtax in Canada, I certify that none of the articles included in the invoice are the produce or manufacture of Germany, and that the chief value of none of said articles was produced in Germany—save and except all articles opposite which the word 'Germany' is written on this invoice."

Dated at _____ this _____ day of _____ 191 ___

(Signature) _____

(a) Insert the word partner, manager, chief clerk or principal official, given name as the case may be.

Invoices in d

Invoice o

on

Invoice of.....

by.....

do.....

to be shipped per

Marks and Numbers on Packages

Similar provisions apply to exportations by rail, vehicle, or ferry. (See sec. 1, act March 3, 1893.)

7. TO THE COLLECTOR: I hereby authorize.....

address .....

....., to act as my agent for customs purposes in the exportation of the within-described goods. Please deliver the certified duplicate accordingly.

.....

Shipper.

_____ State of _____ 191____

Wells Fargo & Co Express

Please forward the following packages addressed:

_____

_____

_____

KIND OF PKGE.	DESCRIPTION OF CONTENTS	Net Weight	Gross Weight	VALUE Domestic Goods		VALUE Foreign Goods	

The undersigned hereby declare____the contents of said package____, and the weights and values thereof, to be exactly as herein represented, and also agree____to the following, in addition to the usual conditions of shipment:—

(I.) The shipper is held liable for any reclamation made on this invoice by reason of alleged false or inaccurate representations of any kind or nature whatsoever.

(II.) While Wells Fargo & Company agree to exercise the greatest care, the shipper shall have no claim against them for damages to goods from careless handling or delays in the Custom House.

(III.) The shipper guarantees to Wells Fargo & Company *all duties and other charges.*

_____ Shipper.

Countersigned by _____ Agent.

CHAPTER XVII

ORDER AND COMMISSION DEPARTMENT

1. Introduction

The Order and Commission Department of the express companies offers to the public a valuable service in the transaction of mercantile business of a non-transportation character. This service is frequently a valuable adjunct to the transportation department, as through its operation the companies encourage the movement of commodities by express.

2. Classification of Service

The service may properly be classified under three heads: (1) The development of markets for food products to move by express; (2) the placing of purchasing orders; and (3) the execution of commissions.

(a) Development of Markets

With reference to the first, some of the companies maintain a field force particularly charged with the supervision of shipments of produce or other perishables. These industrial agents are required to keep close watch on the production and distribution of farm and orchard products from their territory; they will assist the producer in finding a market for his goods, or will assist a customer or dealer in finding a producer from whom he can purchase. No charge is made for this service, but

the express company receives the haul on the traffic and is thereby recompensed indirectly for the service performed.

As shown on page 30, the Interstate Commerce Commission has set its seal of approval on this practice, and there is no doubt that through this agency the commerce of the country has been greatly developed.

The Rocky Ford melons were brought east by an express company as an experiment, and the same may be said of the California asparagus. The movement at first was on a small scale, but as soon as the eastern consumer became acquainted with the merits of these commodities, the demand was such that the producers were encouraged to increase their acreage until the volume of the movement became so great that the railways established a fast freight refrigerated service to take care of the traffic. The movement by express is now generally confined to the early shipments, which bring the highest market prices.

These are merely two illustrations of many that could be cited where the Commission Department of these carriers has started in a small way a movement of traffic that has increased from year to year until it has assumed vast proportions, resulting in increased production on the one hand and a benefit to the consumer on the other.

Reference to the California Commodity Tariff (page 227) will show at a glance the reduction in rate necessary to encourage the movement. The California tariff is only one of a large number published by the express companies to meet these conditions. It would be obviously impossible to move perishables at the first-class rate, as the cost at destination would be prohibitive to the average person.

(b) Purchasing Orders

Almost unlimited facilities are offered the public by the express companies through their Order and Commission Department. The express agent will accept instructions to purchase supplies or any particular commodity for transmission by express. No charge is made for placing the order, but no order will be handled that is not to be shipped by express. The express patron may desire a certain piece of goods matched or repairs for a piece of machinery, both of which will be handled by this department. This is truly the errand-man service, made so popular by the founder of the express business.

(c) Commissions

The term "commission" as understood by express companies refers particularly to recording deeds, paying taxes, redeeming pawned pledges, reclaiming baggage, or the performance of any service that can properly be attended to by an agent for another.

Where the charge is not regulated by the money classification, it is determined by the time required or by the responsibility and attention necessary.

The character of transactions handled by this department is so varied as to make it impossible to publish a tariff covering the charges.

No commission will be accepted if it is illegal in character or if it involves unusual risk for the company.

A deposit, or guarantee, sufficient to cover all probable expenses, is required in all cases. The money classification provides charges for certain commissions; for services not mentioned in the classification, the charge is regulated as above mentioned.

CHAPTER XVIII

THE ELECTRIC RAILROAD IN THE EXPRESS BUSINESS

1. Introduction

With the introduction of the interurban electric train into the transportation field, a local method of handling express matter has been installed, and some of the more highly developed traction lines have entered into contracts with the leading express companies for operating the express service over their lines. Where this has not been done, the electric express service is lacking in many of the characteristic features of express service and is little more than a less-than-carload freight service on a frequent and fast time schedule.

In the Central Western States and in the North Atlantic Coast and Pacific Coast territories, the carriage of freight and express by electrically operated railroads has become an established institution in the traffic conditions of those sections. While but 1.7 per cent of the gross earnings of these electric railways, in 1907, was derived from their freight and express traffic, the advantage of frequent, fast, and comparatively less expensive service, has had an important effect upon the interchange of goods in rural districts.

2. Interurban Traffic

Originally the interurbans were constructed in territory not served by railroads, and therefore there was

little competition; and the traffic they developed was newly created traffic. But in recent years these electric lines have paralleled the steam roads, and are now important competitors of the steam roads for short-haul traffic. The most attractive feature of their service in competition for traffic moving over the steam lines is the frequency of their service. The traffic handled in their express cars at the present time may be grouped into three classes:

(1) The rural lines bring the products of the farm, such as milk, butter, eggs, fruit, poultry, etc., to market, and they take the merchandise and manufactures of the cities to the country consumers.

(2) The electric lines are fast developing a carload service, in many instances handling such traffic as feeders to some steam road, but generally handling the "dead freight" commodities independently.

(3) Lastly, in direct competition, on many of the lines, with the express companies, they handle packages and lighter parcels into and out of the large cities. This traffic will be handled either as freight or express, the express service being given preference over regular freight in express cars maintaining passenger car time schedule. Some of these lines handle this class of traffic through the regular express companies, with whom they have made contracts; but in many cases, the electric lines have organized subsidiary express companies and give to their customers a full express service, handling C. O. D. shipments and maintaining a collection and delivery service.

3. Express Rates Charged by Electric Lines

In most cases the express rates charged by the electric lines are lower than the rates of the regular express companies.

4. Pickup and Delivery Service

In many of the eastern states the trolley express does not give a pickup and delivery service; such lines maintain one or more delivery stations in sections of the cities served, and frequently make delivery at the curb at the consignee's place of business, where this will not interfere with the passenger service and is not contrary to municipal regulation. Such service as this is in reality a trolley freight service operated on passenger schedule.

CHAPTER XIX

PARCEL POST AND THE EXPRESS BUSINESS

1. The Future of the Express Companies Under the New Rates and with Parcel Post Competition

A work of this character would be incomplete without some reference to the parcel post and its effect on the express business.

Prior to January 1, 1913, the limit of weight of one package of merchandise that could be sent through the mail was four pounds, and the rate was one cent per ounce. Third-class matter could be mailed for one-half of one cent per ounce, the same weight limit applying except on single books. With the beginning of the year 1913 the parcel post rates, fixed by Congress, became effective, and the weight limit of all fourth-class matter was increased to 11 pounds.

The parcel post rates were established on a strictly zone basis. The country is divided into blocks, or units as they are termed by the post office, like the express blocks, except that each unit is only one-fourth of the area of the express block. There are several thousand units altogether; the rates from each vary. In order to ascertain the rate from any one of these units, it is necessary to have the post-office map for that particular unit. These maps show the territory included in each of the eight zones surrounding the block of origin by circumscribed circles having a radius of 50, 150, 300, 600, 1,000,

1,400, and 1,800 miles; all of the territory beyond the 1,800-mile circle is in the eighth zone.

On August 15, 1913, the Postmaster-General reduced the rates for the local, first, and second zones and increased the weight limit to 20 pounds within this area. On January 1, 1914, the weight limit in local territory and in Zones I and II was increased to 50 pounds, and in all other zones to 20 pounds with reduced rates to Zones III, IV, V, and VI.

The effect of the parcel post has been to reduce materially the postal charges for small packages, particularly for short distances, with the result that many small packages heretofore sent by express are now being handled by the post office, and should the government make the mailing of packages more convenient to the sender, the number of shipments sent through the post office probably would be increased.

The sender is now required to deliver his packages at a post office, or a branch office equipped to handle this class of mail matter. This is often inconvenient, and where the distance is great, the saving that would be effected by using the mail is more than offset by the expense of getting the package to the post office.

2. Parcel Post Insurance

Parcel post rates are not insured, and to make a fair comparison with express rates it is necessary to add to the scale of parcel post rates the insurance charge, which is 3 cents for a valuation of not over $5; 5 cents for a $25 valuation; 10 cents for a $50 valuation; and 25 cents for a $100 valuation. When these charges are added, the express charges appear in a more favorable light.

Another drawback to the use of the parcel post is the

character of the insurance offered by the government; the article must be damaged to such an extent as to make it wholly useless, or it must be lost, in order to obtain redress. The express company under its contract assumes full risk and will pay for any character of damage.

The result of this is that shippers do not insure with the government where their volume of business by post is sufficient to warrant insurance with regular insurance companies who take this character of risk, and the occasional shipper, as a rule, assumes the risk.

Insurance companies are issuing scrip insurance at practically the same rate charged by the government, by which the sender is saved the inconvenience of delay at the post office while waiting for his receipt, and secures better protection, etc. The insurance companies also issue blanket policies by which the sender is able to effect a material saving over the government rates. The companies writing this form of insurance report that it has not been very profitable, and where a shipper has numerous claims for loss or damage the policy is generally canceled. The blanket policy for parcel post is practically the same as that for express shipments, referred to under the chapter on "Express Classification of Merchandise."

Notwithstanding these drawbacks and inconveniences, the parcel post has met with great favor, and as the post office machinery is further improved it is quite likely that its parcel post business will increase in volume.

3. Comparisons of Parcel Post and Express Rates

Any comparison of parcel post and express rates is not typical of the general relation between these two systems of transportation. The reason for this is that through-

out the United States the express rates vary in the five express zones, while the parcel post rates are uniform for equal distances as measured by an air line.

Generally speaking, the uninsured parcel post rates are lower between a given point and the surrounding territory in the first and second zone than the express rates; beyond the second zone the comparison is not so unfavorable and in the fourth, fifth, and sixth zones the express rates are usually lower than the parcel post rates when the packages weigh from 5 pounds upward.

The tables which follow will give an idea of the relation between the postal and the express rates from Boston, New York, and Chicago to selected points in Alabama, taken from the author's Parcel Post and Express Guide.[1]

Besides that of insurance, there is, however, another important factor to be considered in comparing the two services, i. e., the inconvenience of sending packages of heavy weight to the post office. In general, it is not probable that shippers who desire to forward packages which are too heavy to be carried conveniently will, for the small difference in cost, deliver such packages to the post office when they may avoid such inconvenience by having the express company send its wagon for the shipment.

The following condition will be found to exist at points where pickup and delivery service is given: The shipper will use the express company in preference to parcel post where the cost or inconvenience of delivery to the post office is a factor to be considered; the post office will secure the small packages and the express companies the heavy ones. At stations where no wagon

[1] *Merchants' Parcel Post and Express Guide for Boston, New York, and Chicago*, W. H. Chandler.

ALABAMA STATION DIRECTORY

OFFICE AND EXPRESS COMPANY	Express Block	Parcel Post Zone New York	Boston	Chicago	OFFICE AND EXPRESS COMPANY	Express Block	Parcel Post Zone New York	Boston	Chicago
Alabama City.....S	1539	5	5	4	Cottondale.....S	1638	5	6	4
Albertville.....S	1539	5	5	4	Cullman(d).....S	1539	5	5	4
Athens.....S	1539	5	5	4	Decatur(d).....S	1539	5	5	4
Attalla(d).....S	1539	5	5	4	Gadsden(d).....S	1539	5	5	4
Atwood.....A	1538	5	6	4	Hobbs Island (P.O. Taylorsville).....S	1539	5	5	4
Bankston.....S	1638	5	6	4	Huntsville(d).....S	1539	5	5	4
Beaverton.....S	1637	5	6	4	Red Bay.....A	1537	5	6	4
Blanche.....S	1540	5	5	4	Tuscaloosa(d).....S	1639	5	6	4
Boaz.....S	1539	5	5	4	Wyeth City(d) (R. D. Guntersville).....S	1539	5	5	4
Bridgeport.....S	1540	5	5	4					
Cordova(d).....S	1638	5	6	4					

S Southern Express Co.
A American Express Co.

(d) Pick-up and Delivery Service.
R. D. Rural delivery.

ALABAMA RATE SHEET

FROM NEW YORK—BOSTON AND CHICAGO	PARCEL POST CHARGE, IN CENTS POUNDS 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Zone 4 Uninsured	7	11	15	19	23	27	31	35	39	43	47	51	55	59	63	67	71	75	79	83
" 5 "	8	14	20	26	32	38	44	50	56	62	68	74	80	86	92	98	104	110	116	122
" 6 "	9	17	25	33	41	49	57	65	73	81	89	97	105	113	121	129	137	145	153	161
If insured for $ 5.00 Add	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
" " " 25.00 "	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
" " " 50.00 "	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

TO EXPRESS BLOCK NO.	FROM	EXPRESS CHARGE (COVERING $50.00 INSURANCE). IN CENTS POUNDS 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Express Rate Scale (Pages 248 to 300)
1537	New York	28	31	34	38	41	44	47	50	53	56	60	63	66	69	72	75	79	82	85	88	58
	Boston	28	32	35	39	42	46	49	53	56	59	63	66	70	73	77	80	84	87	91	94	64
	Chicago	27	29	31	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61	63	65	35
1538	New York	28	31	34	37	40	43	46	49	52	55	59	62	65	68	71	74	77	80	83	86	56
	Boston	28	32	35	38	42	45	48	52	55	58	62	65	69	72	75	79	82	85	89	92	62
	Chicago	27	29	31	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61	63	65	35
1539	New York	28	31	34	37	40	43	46	49	52	55	58	61	64	67	70	73	76	79	82	85	55
	Boston	28	32	35	38	42	45	48	52	55	58	62	65	69	72	75	79	82	85	89	92	62
	Chicago	27	29	31	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61	63	65	35
1540	New York	28	31	34	37	39	42	45	48	51	54	57	60	63	66	68	71	74	77	80	83	53
	Boston	28	31	35	38	41	44	47	51	54	57	60	63	67	70	73	76	79	83	86	89	59
	Chicago	27	29	31	33	35	38	40	42	44	46	48	50	52	54	56	59	61	63	65	67	37
1637	New York	28	31	35	38	41	44	48	51	54	57	61	64	67	70	74	77	80	83	87	90	60
	Boston	29	32	36	39	43	47	50	54	57	61	65	68	72	75	79	83	86	90	93	97	67
	Chicago	27	29	31	34	36	38	40	42	44	46	49	51	53	55	57	59	62	64	66	68	38
1638	New York	28	31	35	38	41	44	48	51	54	57	61	64	67	70	74	77	80	83	87	90	60
	Boston	29	32	36	39	43	46	50	53	57	60	64	68	71	75	78	82	85	89	92	96	66
	Chicago	27	29	31	34	36	38	40	42	44	46	49	51	53	55	57	59	62	64	66	68	38

service is performed, the shipper will use the cheaper service, as he must deliver to the forwarder in either case. The effect of parcel post rates for Zones I and II, therefore, is to reduce the amount of business handled by the express carriers at all points where the express companies do not pick up and deliver, and at other points where the inconvenience of mailing is not a factor.

Beyond Zone II the *uninsured* parcel post rates are higher on many packages than the express rates; therefore, the parcel post will not attract any business from the express carriers where the shippers are informed.

If the cost of insurance is added to the parcel post rates, they become less attractive than express rates on packages of much lighter weight; for instance, a three-pound package from Boston, Mass., to Cottondale, Ala., insured for $50, would cost 35 cents by post as against 35 cents by express, and the express insurance is much more desirable from the shipper's viewpoint.

If the weight limit of parcels that will be accepted under the parcel post rates is increased, and the rates still further reduced, the present relations between the express companies and the post office may be changed. Any increase in the postal weight limit alone cannot be expected to attract any volume of business from the express companies for the reason that the express rates, generally speaking, are now materially lower than the government charge on all packages but those of the lightest weight. There are, however, many places throughout the country which are not reached by express but are served by the post office, and, as the government enjoys a monopoly of such traffic, an increase in the weight limit would benefit persons living at such places without affecting the revenue of the express companies.

It is the consensus of opinion that before the Post Office Department can hope to secure any large volume of traffic that is now moving by express it will have to devise some more safe and efficient method of handling packages, that the character of insurance will have to be improved, that the adjustment of claims will have to be accelerated, and that shipments will have to be collected at the mailing point.

4. Effect of Parcel Post on Express Revenue

The express companies urged at the time the new scale of rates was prescribed that the parcel post was a new element in the situation which would have a tendency to deprive them of considerable revenue in addition to that which they claim would result from the reductions ordered by the Interstate Commerce Commission in the charges for shipments weighing less than 100 pounds. A careful comparison of the rates, however, shows that the express charge is lower for all but the shortest distances and on all packages but those of the lightest weight for long distances, and that if the insurance charge is added to the parcel post rate, the weight which can economically be forwarded by post is materially reduced.

Unless the postal rates are still further reduced and some safer method is devised for handling shipments of a fragile nature, the express companies will continue to enjoy the patronage of the large merchants whose requirements are not met by the present inadequate insurance and rough handling by the government.

5. Future of the Express Business

In making comparisons between express and parcel post service and rates, there must be kept in mind the

differences in the character of service given by each carrier.

The express company handles small packages and fragile articles in safety trunks, while such shipments are handled by the post office in sacks.

The express companies give a receipt for each shipment which enables the shipper to prove that he has actually made shipment while the post office gives no receipt unless insured, except on the payment of an extra fee.

The express companies assume liability for all loss or damage while the government insures only against total loss or destruction.

The express companies agree to carry money, valuables, and bullion, assuming full risk in transit; the post office does not.

Express companies have facilities for handling personal commissions, such as payment of taxes, collection of notes, purchase and sale of goods; the post office does not undertake such commissions.

Express companies make a specialty of transporting perishables and commodities that require refrigeration or icing in transit; the government does not have the facilities to handle such traffic.

Express companies will accept a shipment of any weight, and special rates are made for carload shipments; the government limits the weight of a package and makes a separate charge for each.

Express companies will accept shipments with charges collect from the consignee; the post office requires prepayment of transportation charges.

From the foregoing it is evident that the express companies are offering to the shipping public certain facilities that have been largely instrumental in building up

the business of this country—facilities that are not only absolutely necessary to certain lines of trade such as deal in perishables, live animals, or highly valuable merchandise, but also upon which the merchants have come to rely to such an extent that any curtailment of those facilities would seriously embarrass them.

The flexibility of the express service is much greater than that of any government service. When it is necessary to establish a new rate, the express companies are in a position to act quickly, whereas it is very difficult to secure the authority for any deviation from rates or rules established by the post office, and the delay which must necessarily result while such charges are going through the regular channel of the departments would greatly inconvenience the merchant who in many instances would be unable to wait until the rate was established.

It is therefore evident that the post office could not under present conditions serve the public on certain classes of traffic as well as it is now being served by the express companies and that the business needs of the merchants could not be as effectively met by the post office, even if the express companies were abolished and the government undertook to do the express business, because of the inflexibility of governmental regulations, if for no other reason. Those who advocate government ownership of these carriers have apparently failed to acquaint themselves fully with the requirements of the merchant and the details of the express service with its "personal" attention to the individual rather than the general demands of the shipping public.

(a) *Factors Which Will Influence Express Rates in the Future*

There is no doubt that the parcel post does affect to some extent the revenue of express companies. The new rates established by the Interstate Commerce Commission have the effect of reducing the revenue on small packages, and the action of the different states in lowering the sub-block rates is a third factor in the same direction.

A large percentage of all express shipments are of light weight. It has been stated that 95 per cent of all shipments weigh less than 100 pounds each and that the revenue of the express companies must suffer accordingly. This, however, does not take into consideration that probably 50 per cent or more of the total weight of all shipments exceed 100 pounds each and that the short distance rates (up to 400 miles) per 100 pounds have been generally advanced or remain unchanged under the Interstate Commerce Commission decision.

As illustrating the effect of the application of the Interstate Commerce Commission basis to local state rates, the following may be cited: A comparison of the Interstate Commerce Commission rates with the old intrastate rates from New York City to points in New York State shows that under the per-hundred-pound charge there would be 846 advances and 332 reductions, while 513 rates would remain unchanged, but, comparing the charges for shipments weighing less than 100 pounds under the two rate systems and considering each charge from 1 to 100 pounds as a separate rate, it is found that only 11.4 per cent of the charges would be advanced, 88 per cent of the

charges would result in reductions, and only .6 of 1 per cent of the charges would remain unchanged. These percentages, of course, apply to shipments weighing 100 pounds and less.

From this it will be seen that the per-hundred-pound rate would be advanced in practically 50 per cent of the cases, which would offset to some extent the reductions on shipments weighing less than 100 pounds.

Food products which have heretofore been described as "General Specials" are now described as "second class." Under the new classification they will be assessed 75 per cent of the charge applicable to shipments of merchandise of the same weight; the effect of this is in many cases to increase the cost of moving such shipments.

The increase in the first-class and second-class per-hundred-pound rates and the decrease in expense of compiling and printing tariffs will in some measure tend to increase the revenue of these carriers.

It will be recalled that when the electric light was first introduced on a commercial scale it was the consensus of opinion that the gas companies would gradually go out of business, but the contrary happened. The express companies will not only continue in business, but as the resources of the country become more fully developed, the volume of express traffic will become greater, and it will be found that there is a demand for both parcel post and express service, just as was the case with the gas companies after electricity was introduced and as has frequently been the case in other competitive lines of commercial activity.

6. Conclusions

The express companies should find their sphere of usefulness increased rather than diminished in the future

and should find it both possible and profitable to work up new business, to extend their present service, and probably to inaugurate a new character of service that will appeal to the public and result in materially increased profits to themselves.

The writer has repeatedly suggested to the express companies that they might establish a special delivery service, whereby packages would be handled with greater dispatch than the ordinary package, very much as special delivery letters are handled by the post office. This service would unquestionably appeal to the population in large cities, for if it were possible for any one to deliver a package to an express company and upon payment of an additional fee be certain that the package in question would be delivered immediately at destination, the service would be largely patronized and would result in a material increase in the revenue of express companies.

CHAPTER XX

CANADIAN EXPRESS RATES

1. Introduction

The Board of Railway Commissioners of Canada has prescribed for the express companies operating in that country the express rates to be applied between points in Canada. These rates are on a mileage basis and are governed by the "Express Classification for Canada No. 2," and supplements thereto or reissues thereof. The rates vary with the character of the country, depending on the density of population and operating conditions.

The Canadian Classification is similar in many respects to the classification heretofore in use in the United States. The table of graduated charges is approximately the same as the one condemned by the Interstate Commerce Commission, in that the charges for small packages bear no constant relation to the base rate per 100 pounds. (See table on page 363.)

The Canadian express receipt differs materially from the form that has heretofore been in use in this country, and more so from the recently prescribed receipt.

The rates per 100 pounds are lower for short distances in many cases than those prescribed by the Interstate Commerce Commission for adjacent territory, but for light-weight packages the charge is frequently higher by reason of the graduated scale used.

For the lack of space it is impracticable to reproduce the Canadian Classification with its rules and graduated charges. Readers who are interested should apply to one of the express companies operating in Canada for these issues and should also obtain from the Canadian Railway Commission its report relating to express rates in the Dominion.

Express Classification for Canada
No 2

Table of Graduated Charges
for shipments weighing less than 100 pounds

When rate per 100 lbs. is	.40	.60	.75	1.00	1.50	2.00
Pkgs not over 1 lb	25	25	25	25	25	25
over 1 " 2	25	25	30	30	30	35
" 2 " 3	25	30	30	30	35	45
" 3 " 4	25	30	30	35	40	50
" 4 " 5	25	35	35	40	45	50
" 5 " 6	30	35	35	40	50	60
" 6 " 7	30	35	35	40	50	60
" 7 " 8	30	35	35	40	50	65
" 8 " 9	30	35	40	45	55	70
" 9 " 10	30	35	40	45	55	70
" 10 " 15	30	35	40	45	60	75
" 15 " 20	30	35	40	50	70	85
" 20 " 25	35	40	45	55	75	100
" 25 " 30	35	45	50	60	80	100
" 30 " 35	40	45	50	65	85	100
" 35 " 40	40	50	55	70	90	100
" 40 " 45	40	50	60	75	100	100
" 45 " 50	40	55	60	80	100	100
" 50 " 55	40	60	65	85		
" 55 " 60	40	60	70	90		
" 60 " 65	40	60	75	90		
" 65 " 70	40	60	75	100		
" 70 " 75	40	60	75	100		
" 75 " 80	40	60	75	100		
" 80 " 85	40	60	75	100		
" 85 " 100	40	60	75	100		

Over 50 lbs to 100 lbs: 2c per lb but not over 1.50

Pound rates over 50 lbs:

2. Illustrative Tariffs

The rates of the Dominion Express Company applying on classified merchandise are shown in the following tables. The tariffs of other express companies in Canada are of the same form. As in the United States, there are many special or commodity rates and many tariffs covering the charges for special services of a non-transportation character.

DOMINION EXPRESS COMPANY

STANDARD MILEAGE TARIFFS OF MAXIMUM TOLLS

FOR FREIGHT CLASSIFIED AS MERCHANDISE

APPLYING BETWEEN POINTS ON THE LINES OF THE

DOMINION EXPRESS COMPANY

Governed by Express Classification for Canada No. 2 (C. R. C. No. 2), Supplements thereto and Re-issues thereof.

To be used only in the absence of special tariffs quoting lower rates.

Traffic Manager,
Toronto, Can

C. R. C. 2982
EFFECTIVE OCT. 15, 1911

SCHEDULE "A"

Local mileage Tariff applying east of and including Windsor, Sarnia and Shelburne (except on the lines of the Timiskaming & Northern Ontario Railway).

DISTANCES	Merchandise Rate Per 100 lbs.
25 miles and under	$ .40
26 miles to 50 miles	.50
51 " 75 "	.60
76 " 100 "	.75
101 " 150 "	.80
151 " 200 "	1.00
201 " 300 "	1.25
301 " 400 "	1.50
401 " 500 "	1.75
501 " 600 "	2.00
601 " 700 "	2.25
701 " 800 "	2.50
801 " 900 "	2.75
901 " 1000 "	3.00
1001 " 1100 "	3.25
1101 " 1200 "	3.50
1201 " 1300 "	3.75
1301 " 1400 "	4.00
1401 " 1500 "	4.25
1501 " 1600 "	4.50
1601 " 1700 "	4.75
1701 " 1800 "	5.00
1801 " 1900 "	5.25
1901 " 2000 "	5.50

C. R. C. 4345
EFFECTIVE JULY 15, 1913

SCHEDULE "B"

LOCAL MILEAGE TARIFF APPLICABLE AS FOLLOWS:

1. Between points on all lines west of and including Sudbury, Ont., namely:—

Canadian Pacific Railway to and including Sault Ste. Marie, Ont., Crowsnest, B.C., and Canmore, Alta., provided that no rate between Sudbury and any point west thereof shall be greater than between the same point and a point east of Sudbury.

2. From the above mentioned points west of Sudbury to points east and south of Sudbury, and vice versa; provided:

(a) That if the addition of the Sudbury Basing Scale (Tariff C.R.C. No. 2986, Schedule "E") west of Sudbury, to the Sudbury rates to or from points east of Deux Rivieres, north of Doherty, and south of Bala, Ont., makes lower through rates, such lower through rates shall apply:

(b) That no rate between any point west of Sudbury and any point east and south of Sudbury to and including Deux Rivieres, Doherty, and Bala, shall be greater than between the same point west of Sudbury and a point beyond Deux Rivieres, Doherty or Bala.

(c) That the sum of the local rates to and beyond Sudbury shall not be exceeded.

3. Between points on the lines of the Timiskaming & Northern Ontario Railway; provided that no rate between North Bay and any point north thereof shall be greater than between the same point and a point east or west of North Bay.

DISTANCES	Merchandise Rate Per 100 lbs.	DISTANCES	Merchandise Rate Per 100 lbs.
25 miles and under	$ .50	1401 miles to 1500 miles	$5.25
26 miles to 50 miles	.60	1501 " 1600 "	5.50
51 " 75 "	.75	1601 " 1700 "	5.75
76 " 110 "	1.00	1701 " 1800 "	6.00
111 " 160 "	1.25	1801 " 1900 "	6.25
161 " 210 "	1.50	1901 " 2000 "	6.50
211 " 270 "	1.75	2001 " 2100 "	6.75
271 " 330 "	2.00	2101 " 2200 "	7.00
331 " 400 "	2.25	2201 " 2300 "	7.25
401 " 475 "	2.50	2301 " 2400 "	7.50
476 " 550 "	2.75	2401 " 2500 "	7.75
551 " 625 "	3.00	2501 " 2600 "	8.00
626 " 700 "	3.25	2601 " 2700 "	8.25
701 " 800 "	3.50	2701 " 2800 "	8.50
801 " 900 "	3.75	2801 " 2900 "	8.75
901 " 1000 "	4.00	2901 " 3000 "	9.00
1001 " 1100 "	4.25	3001 " 3100 "	9.25
1101 " 1200 "	4.50	3101 " 3200 "	9.50
1201 " 1300 "	4.75	3201 " 3300 "	9.75
1301 " 1400 "	5.00	3301 " 3400 "	10.00

C. R. C. 4346
EFFECTIVE JULY 15, 1912

SCHEDULE "C"

LOCAL MILEAGE TARIFF APPLICABLE AS FOLLOWS:

1. Between points on all mainland lines west of and including Crowsnest, B.C., and Canmore, Alta.

2. From the said mainland points to points in Vancouver Island and vice versa; provided that the sum of the local rates to and beyond the Island port of transhipment shall not be exceeded.

3. From the said mainland points to points east of Crowsnest and Canmore, and vice versa; provided that the sum of the local rates to and beyond Crowsnest or Canmore shall not be exceeded.

4. From points in Vancouver Island to points east of Crowsnest and Canmore, and vice versa; provided that the sum of the local rates to and beyond the Island port of transhipment, or to and beyond Crowsnest or Canmore, shall not be exceeded.

DISTANCES	Merchandise Rate Per 100 lbs.	DISTANCES	Merchandise Rate Per 100 lbs.
20 miles and under	$ .50	1601 miles to 1700 miles	$6.50
21 miles to 35 miles	.60	1701 " 1800 "	6.75
36 " 50 "	.75	1801 " 1900 "	7.00
51 " 75 "	1.00	1901 " 2000 "	7.25
76 " 100 "	1.25	2001 " 2100 "	7.50
101 " 125 "	1.50	2101 " 2200 "	7.75
126 " 150 "	1.75	2201 " 2300 "	8.00
151 " 190 "	2.00	2301 " 2400 "	8.25
191 " 230 "	2.25	2401 " 2500 "	8.50
231 " 270 "	2.50	2501 " 2600 "	8.75
271 " 310 "	2.75	2601 " 2700 "	9.00
311 " 350 "	3.00	2701 " 2800 "	9.25
351 " 400 "	3.25	2801 " 2900 "	9.50
401 " 500 "	3.50	2901 " 3000 "	9.75
501 " 600 "	3.75	3001 " 3100 "	10.00
601 " 700 "	4.00	3101 " 3200 "	10.25
701 " 800 "	4.25	3201 " 3300 "	10.50
801 " 900 "	4.50	3301 " 3400 "	10.75
901 " 1000 "	4.75	3401 " 3500 "	11.00
1001 " 1100 "	5.00	3501 " 3600 "	11.25
1101 " 1200 "	5.25	3601 " 3700 "	11.50
1201 " 1300 "	5.50	3701 " 3800 "	11.75
1301 " 1400 "	5.75	3801 " 3900 "	12.00
1401 " 1500 "	6.00	3901 " 4000 "	12.25
1501 " 1600 "	6.25		

C. R. C. 4347
EFFECTIVE JULY 15, 1912

SCHEDULE "D"

APPLYING ON THE LINE OF THE

DOMINION EXPRESS COMPANY

Between Points on Vancouver Island

DISTANCES	Merchandise Rate per 100 lbs.
Not over 25 miles	$ .50
26 miles to 50 miles	.60
51 " 75 "	.75
76 " 100 "	1.00
101 " 125 "	1.25

C. R. C. 2600
EFFECTIVE OCT. 16, 1909

SCHEDULE "E"

LOCAL MILEAGE BASING TARIFF
(SUDBURY BASING SCALE)

To be used in constructing through rates as follows:—

From points west of Sudbury, covered by Tariff C.R.C. No. 2663 (Schedule "B") to

(a) Points on the lines of the Canadian Pacific Railway east of Deux Rivieres, Ont., and vice versa;

(b) Points on the lines of the Temiskaming & Northern Ontario Railway north of Doherty, Ont., and vice versa;

(c) Points on the lines of the Canadian Pacific Railway south of Bala, Ont., and vice versa; add the rates of this scale to the tariff rates east and south of Sudbury; except that if the standard tariff west of Sudbury, C.R.C. No. 2663 (Schedule "B") applied to the through mileage gives lower through rates, such lower through rates will apply.

DISTANCES	Merchandise Rate Per 100 lbs.	DISTANCES	Merchandise Rate Per 100 lbs.
60 miles and under	$ .25	901 miles to 1000 miles	$3.25
61 miles to 180 miles	.50	1001 " 1040 "	3.50
181 " 225 "	.75	1041 " 1080 "	3.75
226 " 300 "	1.00	1081 " 1120 "	4.00
301 " 375 "	1.25	1121 " 1160 "	4.25
376 " 450 "	1.50	1161 " 1200 "	4.50
451 " 525 "	1.75	1201 " 1240 "	4.75
526 " 600 "	2.00	1241 " 1280 "	5.00
601 " 675 "	2.25	1281 " 1320 "	5.25
676 " 750 "	2.50	1321 " 1360 "	5.50
751 " 825 "	2.75	1361 " 1400 "	5.75
826 " 900 "	3.00		

C. R. C. 2587
EFFECTIVE OCT. 16, 1911

SCHEDULE "F"

From points east of and including Windsor, Ont., Sarnia, Ont., and Sudbury, Ont., covered by C.R.C. No. 2582 (Schedule "A") to points on the lines of the Temiskaming & Northern Ontario Railway, and vice versa.

DISTANCES	Merchandise Rate Per 100 lbs.	DISTANCES	Merchandise Rate Per 100 lbs.
Not over 25 miles	$ .65	701 miles to 800 miles	$3.75
26 miles to 50 "	.75	801 " 900 "	3.00
51 " 75 "	.85	901 " 1000 "	3.25
76 " 100 "	1.00	1001 " 1100 "	3.50
101 " 150 "	1.15	1101 " 1200 "	3.75
151 " 200 "	1.25	1201 " 1300 "	4.00
201 " 300 "	1.50	1301 " 1400 "	4.25
301 " 400 "	1.75	1401 " 1500 "	4.50
401 " 500 "	2.00	1501 " 1600 "	4.75
501 " 600 "	2.25	1601 " 1700 "	5.00
601 " 700 "	2.50	1701 " 1800 "	5.25

TEST QUESTIONS

These questions are for the student to use in testing his knowledge of the assignment. The answers are not to be sent to the University.

1. What kinds of business are handled by the Money Department of an express company?

2. What kind of receipt is used in the handling of business covered by the Money Classification?

3. Can a money shipment be delivered to an express driver?

4. Under ordinary circumstances, where must packages containing money, bonds, or other securities be delivered to the express companies?

5. Under what circumstances may shipments of coin or bullion be called for by wagons?

6. What must be done by the shippers before shipments will be received for transportation at the rates named in the Money Classification?

7. What requirement is there relative to packages of money or securities amounting to over $500 as to writing shipper's name on the package?

8. What is the rule as to making rates under the conditions of the Money Classification?

9. What is meant when currency is referred to in the Money Classification?

10. If a shipment is marked or waybilled as being prepaid at destination, from whom must any additional charges be collected?

11. On United States and Canadian silver coin, in amounts of $1,000 or over, how are rates assessed? In amounts less than $1,000, how are rates assessed?

12. How are charges assessed on nickel coins? What provision is made for aggregating two or more shipments moving at the same time?

13. If packages contain both currency and coin, how will charges be based?

14. What provision is made as to aggregating charges on two or more packages of coin?

15. How are charges assessed on packages containing articles of more than one class? What limitation is there on this rule?

16. How are charges assessed on Mexican currency?

17. How are charges assessed on gold bullion, gold dust, etc.?

18. How are charges assessed on silver bullion, silver sulphides, or any form of uncoined silver?

19. How are charges assessed on shipments transferred from the United States Mint to an Assistant Treasurer or to banks in the same city?

20. How are charges assessed on old silver consigned to the United States Mint or Assay Office, which has not been purchased by the Government and is to be returned to the express company to be sold for the shipper?

21. How are charges on securities based? What are the requirements as to marking packages containing them?

22. How are charges assessed on U. S. unregistered bonds, U. S. registered bonds, deeds, and mortgages? How are charges assessed on bonds, N. O. S., payable to bearer? How are charges assessed on certificates of stock, scrip, warehouse receipts, and subscription certificates, when payable to order? when payable to bearer? How are charges assessed on incomplete letters of credit?

23. When bonds or securities, complete or incomplete, are classified at one-third of the currency rate, what will be the minimum rate? When they are classified at one-half the currency rate, what will be the minimum rate?

24. What is the minimum charge on any single shipment of bonds or securities?

25. When the weight of a shipment of bonds or other securities exceeds one pound to the $1,000 value, what additional charge is to be made except in cases covered by Scale T?

26. What charge is to be made for collecting and remitting the proceeds of paid C. O. D.'s of less than $2 when the first-class rate between the two points involved is less than 75 cents? When $1.25? When $1.75? When $2.50?

27. Upon what basis are charges for the collection and remit-

tance of proceeds of notes, checks, etc., upon which the express company had no outward charge, to be made?

28. How are remittances for paid C. O. D.'s or paid collections to be made?

29. Unless otherwise instructed by the shipper, from whom is the charge for collecting and remitting paid C. O. D.'s to be made?

30. Upon what basis are charges made upon paid C. O. D.'s or collection containing currency, signed contracts, redeemed pawn tickets, etc.?

31. What charge is made for advancing the purchase price of goods?

32. What is the express agent's duty in accepting collection?

33. Under what conditions may collections be accepted more than twenty days before due?

34. What provision is made as to the acceptance of notes or other papers requiring protest?

35. When collections are received by mail, to what point must collections be returned?

36. How must bonds, coupons, mortgages, etc., for collection be enclosed? What provision is to be made if consignee is to be permitted to examine the papers? How are charges to be assessed on such papers?

37. How are notes, checks, etc., sent for collection to be waybilled when forwarded? If they are returned uncollected, how are charges assessed?

38. How are drafts sent for collection to be waybilled? Upon what basis are charges to be assessed?

39. What charge is made for obtaining a receipt from consignee?

40. When the proceeds of a collection are deposited in a bank, what evidence of the collection is to be returned to the shipper? What charge is made?

41. What charge is made when a freight bill of lading is enclosed in a sealed envelope and forwarded as a C. O. D. with privilege of examination?

42. May bills of lading covering shipments of liquor be accepted?

43. When a bill of lading sent by express is exchanged for a new bill of lading, on what basis are charges assessed?

44. What charge is made for forwarding bills of lading when accompanied by instructions requiring agents to obtain signatures to notes or to perform other service?

45. If a shipment has been forwarded by freight and the bill of lading for the shipment sent by express C. O. D., should the notice of non-payment be given before the arrival of goods at destination?

46. Upon what basis are charges assessed for transportation of legal and other papers, cancelled vouchers, cancelled checks, etc.?

47. What information must be furnished by parties presenting pawn tickets for redemption of goods or renewal?

48. Upon what basis are charges made for the redemption of goods in pawn or renewal of the ticket? Upon what basis are charges assessed when they have been redeemed and returned?

49. Upon what basis are charges made for the return of a renewed pawn ticket?

50. In cases where orders are given to secure goods at another office, with or without instructions to accept money in lieu of the goods, how must such orders be waybilled? If goods are obtained, how must charges be assessed? If the money is collected, upon what basis must charges be made?

51. If neither goods nor money is obtained, in the case mentioned in the previous question, what must be done by the express agent? What charge will be made? Will this apply to orders for the purchase of goods?

52. How are charges assessed when taxes are remitted by express and paid by the express company, and when a tax receipt accompanies the currency or coin?

53. Will bank books accompanying remittances for banks be subject to a charge? What will the charge be for their return?

54. Explain the use of the express money order.

55. What is the limit as to the amount for which money orders will be issued?

56. Explain the advantages of the travelers checks. In what denominations are they issued?

57. What would be the cost of a foreign money order for 100 yen payable at Tokio, Japan?

58. Explain the use of the foreign postal remittance.

59. What would it cost to send a foreign postal remittance for 60 rubles from Chicago to Kieff, Russia?

60. What would be the expense of transferring $2,000 by telegraph from Chicago to Denver, besides the cost of the telegram?

61. When is a letter of credit preferable to travelers checks?

62. What is the use of the indemnity bond?

63. On what basis are steamer rates usually made?

64. What is the minimum bill of lading charge?

65. What are the advantages to a shipper of employing a forwarder?

66. What advantage is offered by the express companies when the shipment originates in the interior of the United States and is destined to some inland point in a foreign country?

67. What precautions should a shipper observe before making a foreign shipment or ordering a shipment from a foreign country?

68. Under what conditions are shipments stored under "General Order"?

69. How is an express company able to quote less than the minimum bill of lading rate on small shipments?

70. What would be the cost of shipping a package of tobacco weighing 25 pounds from New York to Paris, France? What would be the charge to Athens, Greece?

71. What would be the through charge for shipping a 10-pound box of surgical instruments valued at $100 and insured from New York to Vladivostock, Siberia, and by what route would the shipment move?

72. What would be the cost of shipping a box of electrical goods weighing 125 pounds valued at $375 from New Orleans to Havana, Cuba, fully insured? How would the shipment be routed?

73. Assume that you are about to purchase 1,000 boxes of dates f. o. b. London, that you have no agent at the U. S. Port of Entry and that you desire the goods to move in bond to Chicago. How would you proceed to insure prompt handling upon arrival in this country and how would you order shipped?

74. Describe briefly in your own language the functions of the Order and Commission Department of an express company.

75. To what extent are the electric railroads competitors with the principal express companies?

76. In what section of the country is this interurban express service most highly developed?

77. What character of business is most generally handled by these companies?

78. In what respect do the parcel post zones differ from the express zones?

79. In what important respect do the zone rates differ?

80. What objections are there as to the character of insurance offered by the government?

81. What factor is to be considered in making shipments by parcel post when the packages are heavy?

82. Assuming the rate per 100 pounds to be the same in each country, which country has the lower rate on packages weighing 60 pounds?

83. How do the rates per 100 pounds for short distances in Canada compare with those prescribed by the Interstate Commerce Commission?

84. When are the rates shown in Standard Mileage Tariffs of Maximum Tolls to be used?

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THE EXPRESS SERVICE AND RATES

ONE OF A SERIES OF TREATISES IN AN INTERSTATE COMMERCE AND RAILWAY TRAFFIC COURSE

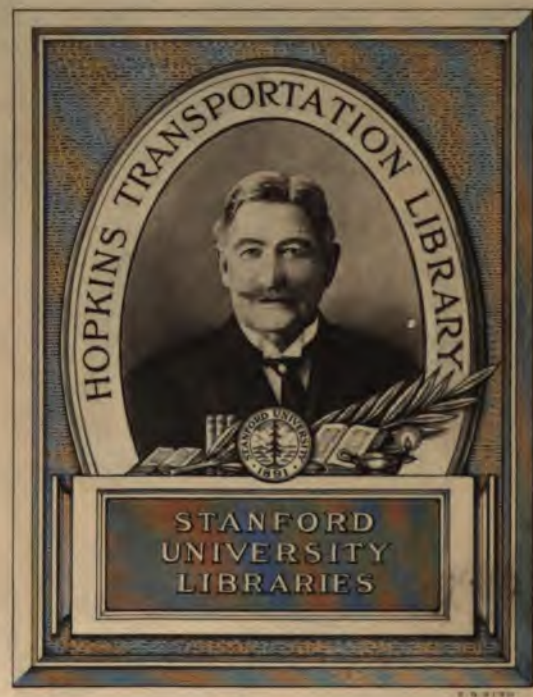
W. H. CHANDLER
Manager, Transportation Bureau
Boston Chamber of Commerce

PART 3

COMMODITY RATES
EXPRESS FORMS

La Salle Extension University
- Chicago -

TT 503



GIFT OF

Joel V. Berreman, Esq.

THE EXPRESS SERVICE AND RATES

W. H. CHANDLER
Manager, Transportation Bureau
Boston Chamber of Commerce
President, National
Industrial Traffic League

PART

La Salle Extension University
Chicago
1922

(8-152)

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CHAPTER XI

COMMODITY RATES

1. Introduction

As has been explained, commodity rates are made to meet mercantile requirements. A commodity rate is not necessarily lower than the first-class rate; when the character of the commodity is such as to require unusual care in handling or particular equipment, a special rate may be made which will recompense the carriers for transporting such unusual shipments.

On the other hand, the class rate might be so high as to prevent the movement of the traffic, in which case the commodity rate would be lower than the class rate.

The number of commodity tariffs is so great that it is impossible to attempt to give typical illustrations of each kind. Some of these issues name a rate on a specific commodity between two or a few points, and others, known as general commodity tariffs, cover one or a number of commodities applying over a large territory.

The tariff files of the express companies are similar in this respect to those of the railroads, and a general knowledge of the railroad rates will enable the reader to comprehend fully the nature of these issues.

2. Illustrations

A few illustrations will show in a general way the manner in which commodity rates are issued. The reader

should always bear in mind that the issuance of a commodity rate removes the application of the class rate between the points named in the tariff. Commodity tariffs, however, are usually subject to all the rules and conditions of the classification, unless specifically provided to the contrary.

Where supplements have been issued, they should always be consulted for changes before referring to the original tariff.

The first illustration is part of a joint tariff of 7 express companies applying on commodities between points in Arizona, California, and Nevada and points in 31 states.

"Common Points" are points served by two or more express companies. "Exclusive Offices" are points served by only one company.

3. Revision of Tariffs

Many commodity tariffs in effect at the time of the Commission's Order referred to "General special" or "Merchandise" rates; these terms are no longer used, and as the tariffs have been reissued they have been made to conform to the designations prescribed by the Interstate Commerce Commission, viz., first-class and second-class rates.

The express companies undertook to revise all of their commodity tariffs to conform to the recommendation of the Interstate Commerce Commission that the rates might be expressed in terms of the order covering class rates. This, however, involved an enormous amount of work and the revision could not be completed for many months. Former tariffs continued in effect until these changes could be made.

upplements to this tariff
in effect at any time.

I. C. C. No. C 1214.
Cancels I. C. C. No. C 1186.
Cancels rates as specified on page 2.

ams Express Company, The.....EX 1—No. 3
erican Express Company.....EX 1—No. 4
est Northern Express Company....EX 1—No. 4
tional Express Company.....EX 1—No. 5
Northern Express Company.....EX 1—No. 4
Wells Fargo & Company (Express)....EX 1—No. 7
Western Express Company.....EX 1—No. 4

LOCAL AND JOINT COMMODITY TARIFF

Applying on

ISCELLANEOUS COMMODITIES IN CARLOADS

On Interstate Traffic only

BETWEEN EXPRESS STATIONS IN THE STATES OF

ARIZONA, CALIFORNIA AND NEVADA

AND EXPRESS STATIONS IN THE STATES OF

abama	Kansas	Nebraska	South Dakota
izona	Kentucky	Nevada	Tennessee
kansas	Louisiana	New Jersey	Texas
lorado	Maryland	New Mexico	Utah
strict of Columbia	Massachusetts	New York	West Virginia
inois	Michigan	Ohio	Wisconsin
diana	Minnesota	Oklahoma	Wyoming
wa	Missouri	Pennsylvania	

AS SHOWN HEREIN.

Governed by Official Express Classification No. 24, I. C. C. No. A-1639, pplements thereto and reissues thereof.

Governed by and applying in connection with Joint Directory of Exess Stations I. C. C. No. A-3, Supplements thereto and reissues thereof.

Governed by Joint Directory of Collection and Delivery Limits at press Stations I. C. C. No. A-4, Supplements thereto and reissues thereof.

Governed by Terminal and Switching Charges I. C. C. No. A-1780, Supplements thereto and reissues thereof.

Issued and filed with the Interstate Commerce Commission
by F. G. AIRY, Agent,
2 Rector Street, New York, N. Y.,
the individual Companies named herein.

SUED APRIL 1, 1916. EFFECTIVE MAY 10, 1916,
except as noted in individual items.

By authority of Rule 39 of Interstate Commerce Commission Tariff Circular No. 19-A, this tariff is not made applicable from or to all rmediate points. Upon reasonable request therefor rates which will not exceed those in effect from or to more distant points will, under erity granted by the Interstate Commerce Commission, be established from or to any intermediate point hereunder upon one day's notice e Commission and to the Public.

ITEM No. 2.

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Exception Sheets	2
Fruit and Vegetables, Definition of	2
Rates Quoted	3 & 4
Rules Governing Tariff—	
Demurrage Charge	2
Drayage and Terminal Service	2
Rules Governing Tariff—Continued.	
Equipment	2
Minimum Weights	[illegible]
Partial Loading in Transit	[illegible]
Partial Unloading in Transit	[illegible]
Special Service	[illegible]

ITEM No. 3.

EXCEPTIONS TO OFFICIAL EXPRESS CLASSIFICATION.

Shipments, when handled entirely by any one of the Companies named below, between any two points named in this Exceptions to Official Express Classification shown in—

	I. C. C. No.	
American Express Company in connection with National Express Company	2294	Great Northern Express Company Wells Fargo & Company Express

Supplements thereto and reissues thereof.

ITEM No. 4.

DEFINITION OF FRUIT AND VEGETABLES.

Fruit and Vegetables, as referred to in this tariff, will include Fruit and Vegetables, green, dried, canned or preserved, glass or earthenware. They will also include Olives, whether packed in glass or otherwise; and Maraschino Cherries, Brandi or Preserves, when not packed in glass or earthenware.

They do not include Glace Fruit, which is subject to the same rates as Candy and Confectionery.

ITEM No. 5.

REGULATIONS GOVERNING SHIPMENTS.

Drayage and Terminal Service.

Carload rates provided in this tariff do not include wagon collection or delivery service. At points where wagon servi service, if desired, will be performed within the established limits at an additional charge of 15 cents per 100 pounds. I e., 15 ce collection service and 15 cents per 100 pounds for delivery service at one address. The charge must be assessed upon the q except that on Fish the charge applies upon the net weight of that commodity.

On carload shipments transported by Adams Express Company, rates quoted herein to or from Stations in Block 982 or from that Company's Railroad Terminal Depots at Jersey City or Hoboken, N. J.

On carload shipments transported by American Express Company, rates quoted herein to or from Stations in Block 9 to or from that Company's Railroad Terminal Depots at New York, N. Y., Communipaw, N. J., or Weehawken, N. J.

On carload shipments transported by Wells Fargo & Company, rates quoted herein to or from Stations in Block 9 to or from that Company's Railroad Terminal Depots at Jersey City or Communipaw, N. J.

ITEM No. 6.

Minimum Weights.

The minimum weight on carload shipments of Butter, Cantaloupes, Cheese, Dressed Poultry, Eggs, Fish, Fish Roe, below), Melons and Vegetables (see Exceptions below), carried at the rates and between the points shown in this tariff, is 20,0 0

EXCEPTIONS.

Fruit—The minimum weight on carload shipments of Fruit, not including Cantaloupes and Melons, when destined including Chicago, Ill., is 15,000 lbs.

NOTE—When carload shipments move in iced refrigerator cars under rates which provide an additional charge for refri be assessed upon the gross weight of the commodity, except as otherwise provided herein, and no allowance must be made for i

ITEM No. 7.

Partial Loading in Transit.

Partial loading in transit at not to exceed one point directly intermediate between initial point of shipment and destina carload shipments of Cantaloupes, Fish, Fruit, Melons or Vegetables (Eastbound), for one consignee, without additional assessed upon the total weight of contents of car upon completion of final loading, but not less than the authorized minimum we in tariff from initial shipping point to final destination.

ITEM No. 8.

Partial Unloading in Transit.

Carload shipments of Cantaloupes, Fruit, Melons and Vegetables (Eastbound), may be partially unloaded enroute at p directly intermediate via the route over which car travels to the station to which the car is destined. An additional charge of for such service.

SECTION 2.

CARLOAD RATES.

Between , CALIFORNIA AND NEVADA Block Numbers 1, 1004, 1005, 1006, 1163, 1164, 1165, 1205, 1206, 1211, 1303, 1304, 1305, 1306, 1405, 1406, 1407, 1411, 1412, 1413, 1414, 1506, 1507, 1508, 1511, 1512, 1514, 1515, 1608, 1609, 1610, 1612, 1613, 1614, 1615, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1815, 1816, 1817 And Numbers in States named below.	Butter, Cheese, Dressed Poultry & Eggs.		Fish Roe & Fish, at Net Weight.		Fruit & Vegetables N. O. S.			Cantaloupes & Melons. Between Arizona, California or Nevad Block Numbers 1211, 1211 1507, 1508, 1507, 1608, 1609 1610, 1612, 1614, 1709, 1709 1710, 1711, 1712, 1713.	
	Rate in cents per 100 lbs.	Charge additional per car for refrigeration.	Rate in cents per 100 lbs.	Charge additional per car for refrigeration.	Rate in cents per 100 lbs.	Charge additional per car for refrigeration from Blocks 1608, 1610, *1612, *1614, 1710, 1711, *1712, *1713.	Charge additional per car for refrigeration to and from all other blocks.	Rate in cents per 100 lbs.	Charge additional per car for refrigeration.
ALABAMA	†375	$55.00	...	.....	300	*75.00*	$55.00	250	$100.00
ARKANSAS	325 350	50.00 50.00	250 275	$15.00 45.00	250 250	*70.00* *70.00*	45.00 50.00	200 225	80.00 85.00
COLORADO , 1021, 1121, 1221.....	300	45.00	250	45.00	200	*60.00*	45.00	175	75.00
STRICT OF COLUMBIA	†400	60.00	300	60.00	300	*75.00*	60.00	250	105.00
ILLINOIS 936, 1036, 1236.....	350	50.00	275	50.00	250	*65.00*	50.00	225	90.00
INDIANA	†375	55.00	300	55.00	300	*75.00*	55.00	250	100.00
IOWA 831, 931..... 930..... 633, 634, 732, 733, 734, 735, 832, 833, 2, 933, 934.....	325 300 350	50.00 45.00 50.00	275 275 275	50.00 50.00 50.00	250 200 250	*65.00* *65.00* *65.00*	50.00 45.00 50.00	225 200 225	85.00 80.00 85.00
KANSAS 08, 1027, 1028, 1029, 1030, 1031, 1123, 1126, 1127, 1128, 1129, 1130, 1131, 1224, 1227, 1228, 1229, 1230, 1231.....	300	45.00	250	45.00	200	*60.00*	45.00	200	80.00
KENTUCKY	†375	55.00	300	55.00	300	*75.00*	55.00	250	100.00
LOUISIANA	†350	50.00	275	50.00	250	*75.00*	50.00	225	85.00
MARYLAND	400	60.00	300	60.00	300	*75.00*	60.00	250	105.00
MASSACHUSETTS	†400 400	60.00 60.00	300 300	60.00 60.00	300 300	*75.00* *75.00*	60.00 60.00	275 275	110.00 110.00
MICHIGAN	†400	55.00	300	55.00	300	*75.00*	55.00	250	100.00
MINNESOTA ..... 531, 532, 533, 534, 629, 630, 631, 632, ...	375 350	50.00 50.00	... 275	..... 50.00	... 250	..... *70.00*	..... 50.00	 225	..... 90.00
MISSOURI 1, 1121, 1231, 1231..... 2, 1232..... 1033, 1034, 1035, 1123, 1124, 1125, 1233, 1228, 1232, 1234, 1235, 1236.....	300 325 350	45.00 50.00 50.00	250 275 275	45.00 50.00 50.00	200 250 250	*60.00* *65.00* *65.00*	45.00 50.00 50.00	200 225 225	80.00 85.00 85.00
NEBRASKA 726, 726, 727, 728, 729, 822, 823, 824, 7, 825, 826, 826, 924, 925, 926, 927, 928, ...	300	45.00	250	45.00	200	*65.00*	45.00	200	80.00
NEW JERSEY	†400	60.00	300	60.00	300	*75.00*	60.00	250	105.00
NEW YORK 649, 650, 651, 746, 747, 748, 749, 750, 1, 852, 951, 952.....	400	60.00	300	60.00	300	*75.00*	60.00	250	105.00
OHIO 844, 845, 941, 942, 943, 944, 945, 1041, 1044, 1045.....	†400	55.00	300	55.00	300	*75.00*	55.00	250	100.00
OKLAHOMA 26, 1327, 1328, 1329, 1426, 1427, 1428, ... 28, 1428, 1429..... 30, 1431, 1529, 1530, 1531, 1630, 1631..	300 300 325	45.00 45.00 45.00	250 250 250	45.00 45.00 45.00	200 250 250	*65.00* *65.00* *65.00*	45.00 45.00 45.00	200 200 200	80.00 80.00 80.00

n charges on Fruit & Vegetables from Blocks 1613, 1614, 1712 and 1713 represent increase.
ril 5, 1916. Issued by authority of Rule 30 Interstate Commerce Commission Tariff Circular No. 19-A.
ic denote reduction.

Supplements to this tariff in effect at any time.

I. C. C. No. C 1188.
Cancels parts of tariffs as specified on page

Adams Express Company	EX 1—No. 3	National Express Company	EX 1—No. 5
American Express Company	EX 1—No. 4	Northern Express Company	EX 1—No. 4
Canadian Northern Express Company	EX 1—No. 3	Southern Express Company	EX 1—No. 6
Globe Express Company	EX 1—No. 3	Wells Fargo & Company Express	EX 1—No. 7
Great Northern Express Company	EX 1—No. 4	Western Express Company	EX 1—No. 4

LOCAL AND JOINT COMMODITY TARIFF

Applying on

MISCELLANEOUS COMMODITIES

IN LESS THAN CARLOADS

ON INTERSTATE TRAFFIC ONLY

Between

EXPRESS STATIONS IN THE STATES OF

ARIZONA, CALIFORNIA, NEVADA

And

EXPRESS STATIONS IN THE STATES OF

Alabama	Iowa	Nebraska	Rhode Island
Arizona	Kansas	Nevada	South Dakota
Arkansas	Kentucky	New Hampshire	Tennessee
California	Louisiana	New Jersey	Texas
Colorado	Maine	New Mexico	Utah
Connecticut	Maryland	New York	Vermont
Delaware	Massachusetts	North Carolina	Virginia
District of Columbia	Michigan	North Dakota	West Virginia
Georgia	Minnesota	Ohio	Wisconsin
Illinois	Mississippi	Oklahoma	Wyoming
Indiana	Missouri	Pennsylvania	

AS SHOWN HEREIN.

Governed by Official Express Classification No. 22, I. C. C. No. A-1, Supplements thereto and reissues thereof.

Governed by and applying in connection with Local and Joint Schedule of First and Second-Class Express Rates I. C. C. No. A-2, Supplements thereto and reissues thereof.

Governed by and applying in connection with Joint Directory of Express Stations I. C. C. No. A-3, Supplements thereto and reissues thereof.

Governed by Joint Directory of Collection and Delivery Limits at Express Stations I. C. C. No. A-4, Supplements thereto and reissues thereof.

Governed by Terminal and Switching Charges I. C. C. No. A-1394, Supplements thereto and reissues thereof.

Issued and filed with the Interstate Commerce Commission by F. G. AIRY, Agent, 2 Rector Street, New York, N. Y., for the individual Companies named herein.

ISSUED MARCH 15, 1915. EFFECTIVE APRIL 20, 1915.

SECTION 1.

ITEM No. 1. **CANCELLATIONS.**

This tariff cancels all rates on less than carloads as filed in I. C. C. Nos. C 1135, C 1136 and C 1140.

This tariff cancels all rates on less than carloads

Between Offices in the States of	And Offices in the States of	As filed in I. C. C. No.
Arizona, California, Nevada	Colorado	C 1127
	New Mexico	C 1141
	Utah	C 1143
	Wyoming	C 1145

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Special Service	
Weight Basis on Sea Food	

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State	Arizona	California	Nevada	State	Arizona	California
Alabama	3	3	3	Nebraska	9	9
Arizona	..	4, 5	4, 5	Nevada	9 10	9, 10
Arkansas	5, 6	5, 6	5, 6	New Hampshire	3,	3
California	4, 5	..	9	New Jersey	3	3
Colorado	6	6	6	New Mexico	10, 11, 12	10, 11, 12
Connecticut	3	3	3	New York	3	3
Delaware	3	3	3	North Carolina	3	3
District of Columbia	3	3	3	North Dakota	12	12
Georgia	3	3	3	Ohio	3	3
Illinois	6	6	6	Oklahoma	12, 13	12, 13
Indiana	3	3	3	Pennsylvania	3	3
Iowa	6	6	6	Rhode Island	3	3
Kansas	6, 7	6, 7	6, 7	South Dakota	13	13
Kentucky	3	3	3	Tennessee	3	3
Louisiana	7, 8	7, 8	7, 8	Texas	13, 14, 15	13, 14, 15
Maine	3	3	3	Utah	15, 16, 17	15, 16, 17
Maryland	3	3	3	Vermont	3	3
Massachusetts	3	3	3	Virginia	3	3
Michigan	8	8	8	West Virginia	3	3
Minnesota	8	8	8	Wisconsin	17	17
Mississippi	8	8	8	Wyoming	17	17
Missouri	8	8	8			

ITEM No. 3. **EXCEPTIONS TO OFFICIAL EXPRESS CLASSIFICATION.**

Shipments, when handled entirely by any one of the Companies named below, between any two points named in this tariff, are gov Exceptions to Official Express Classification shown in—

	I. C. C. No.	
American Express Company in connection with National Express Company	2288	Supplements thereto and reissues thereof.
Globe Express Company	410	
Great Northern Express Company	169	
Wells Fargo & Company Express	4756	

RULES AND REGULATIONS.

ITEM No. 4. **LIMITED APPLICATION OF SOUTHERN EXPRESS COMPANY.**

Rates quoted herein will not apply on shipments destined to offices reached exclusively by the Southern Express Compan

For list of offices reached exclusively by the Southern Express Company refer to I. C. C. No. A-3, Supplements thereto and reissues t

ITEM No. 5. **METHOD OF COMPUTING CHARGES.**

All rates quoted in this tariff are expressed in Scale Numbers and must be used in connection with Local and Joint Sch of First and Second-Class Express Rates published and filed as I. C. C. No. A-2, Supplements thereto and reissues thereof.

(a) Shipments weighing 100 pounds or less are subject to the package charge in I. C. C. No. A-2 under the Second-Class Scale Number des herein.

(b) Exception—On shipments of Fruit, Vegetables and Nuts, in packages weighing less than 100 pounds, charge 4 cents per pound, mi charge 35 cents, unless the charge under the scale rate applicable is less, in which event such lower charge will apply.

(c) Shipments weighing more than 100 pounds are subject to Pound rates at the Second-Class Scale rate per 100 pounds under the Scale N designated herein.

ITEM No. 6. **DEFINITION OF FRUIT AND VEGETABLES.**

Fruit and Vegetables, as referred to in this tariff, will include Fruit and Vegetables, green, dried or canned; also Olives, in glass. They include Maraschino Cherries, Glace Fruit, Brandied Fruit, Jams, Jellies or Preserves, or Preserved Fruit or Vegetables, in glass, except Olives, i

ITEM No. 7. **WEIGHT BASIS ON SEA FOOD**

Rates Scales applying on "Clams, Oysters and Shell Fish N. O. S." will apply on **Abalones, Clams, Crabs, Crawfish, Lobsters, Mu Oysters and Shrimp.**

Crabs or Shrimp will be waybilled at the following weight basis with or without ice:

Crabs:		†Shrimp:
Large,	24 lbs. to the dozen.	In cans of 1 gallon capacity, 7½ lbs.
Medium,	20 lbs. to the dozen.	In cans of 1½ gallon capacity, 11 lbs.
Small,	15 lbs. to the dozen.	

Unless actual gross weight at time of shipment is less.

†Denotes reduction.

SECTION 1—Continued.

ITEM No. 8.

REFRIGERATOR EQUIPMENT.

Wells Fargo & Company have a limited number of refrigerator cars but do not undertake to furnish such cars for the carriage of less than carl shipments of perishables.

To a limited extent, over certain routes, where the volume of less than carload perishable traffic is sufficient to warrant, the Americ Express Company and Wells Fargo & Company, afford refrigerator service, but do not guarantee the regularity or permanence of such service, nor they agree to have refrigerator equipment available at all times for the carriage of this class of shipping.

Refrigerator car shipments will not be accepted by the Adams Express Company unless such refrigerator cars are furnished by the shipper railroad company.

ITEM No. 9.

SPECIAL SERVICE.

(a) Special switching service if required between Sebastapol and Santa Rosa, Cal., will be performed at an additional charge of $15.00.
(b) Special engine service if required between Santa Rosa and Suisun, Cal., will be furnished at an additional charge of $40.00.

SECTION 2.

Rate Scales applying To and From Offices in ARIZONA, CALIFORNIA and NEVADA.

NOTE—Rate Scales shown in this Section in column headed "Fish, Fresh or Frozen" apply only on such shipments To From Stations in CALIFORNIA. They Do Not apply To or From Stations in ARIZONA or NEVADA.

Between ARIZONA, CALIFORNIA and NEVADA Blocks 803, 804, 805, 808, 810, 811, 903, 905, 906, 907, 908, 909, 910, 911, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1010, 1011, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1211, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1513, 1515, 1516, 1607, 1608, 1609, 1610, 1612, 1613, 1614, 1615, 1616, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1814, 1815, 1816 And	Fruit, Nuts & Vegetables	Fish, Fresh or Frozen
	Apply Second-Class charge under Scale Numbers	
ALABAMA		
1537, 1538, 1637, 1638, 1639	96	...
ARIZONA (See Section 3)		
ARKANSAS (See Section 3)		
COLORADO (See Section 3)		
CONNECTICUT		
752, 753, 754, 852 853, 854	96	139
DELAWARE		
1050, 1150	96	139
DISTRICT OF COLUMBIA		
1149	96	139
GEORGIA		
1541, 1641	96	...
ILLINOIS (See Section 3)		
INDIANA		
838, 839, 938, 939, 1038, 1039	96	107
840, 940, 1040, 1138, 1139	96	113
841, 941, 1041, 1140, 1238, 1239	96	118
1141	96	123
IOWA (See Section 3)		
KANSAS (See Section 3)		
KENTUCKY		
1041, 1140, 1237, 1238, 1239	96	118
1139	96	113
1141, 1142, 1240, 1241, 1242	96	123
1143, 1243	96	129
[illegible], 1337, 1338, 1339, 1340, 1341, [illegible]42, 1343	96	...
LOUISIANA (See Section 3)		
MAINE		
356, 357, 358, 455, 456, 457, 458, 555, 556, 557, 558, 656	96	...
655	96	139

Between ARIZONA, CALIFORNIA and NEVADA Blocks 803, 804, 805, 808, 810, 811, 903, 905, 906, 907, 908, 909, 910, 911, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1010, 1011, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1211, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1513, 1515, 1516, 1607, 1608, 1609, 1610, 1612, 1613, 1614, 1615, 1616, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1814, 1815, 1816 And	Fruit, Nuts & Vegetables	Fish, Fresh or Frozen
	Apply Second-Class charge under Scale Numbers	
MARYLAND		
1046, 1047, 1048, 1049, 1050, 1148, 1149, 1150	96	139
MASSACHUSETTS		
752, 753, 754, 755, 854, 855, 856	96	139
MICHIGAN (See Section 3)		
MINNESOTA (See Section 3)		
MISSISSIPPI (See Section 3)		
MISSOURI (See Section 3)		
NEBRASKA (See Section 3)		
NEVADA (See Section 3)		
NEW HAMPSHIRE		
454, 455, 554, 555	96	...
653, 654, 655, 753, 754, 755	96	139
NEW JERSEY		
851, 950, 951, 952, 1050, 1051, 1151	96	139
NEW MEXICO (See Section 3)		
NEW YORK		
549, 550, 551, 552, 646, 647, 648, 649, 650, 651, 652, 747, 748, 749, 750, 751, 752, 850, 851, 852, 952, 953	96	139
746	96	134
NORTH CAROLINA		
1441, 1541	96	...
NORTH DAKOTA (See Section 3)		

Between ARIZONA, CALIFORNIA and NEVADA Blocks 803, 804, 805, 808, 810, 811, 903, 905, 906, 907, 908, 909, 910, 911, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1010, 1011, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1211, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1513, 1515, 1516, 1607, 1608, 1609, 1610, 1612, 1613, 1614, 1615, 1616, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1814, 1815, 1816 And	Fruit, Nuts & Vegetables	Fish, Fresh or Frozen
OHIO		
841, 842, 941, 1041		
843, 844, 943, 944, 1043, 1044, 1143		
845, 945, 1045, 1144		
942, 1042, 1141, 1142		
OKLAHOMA (See Section 3)		
PENNSYLVANIA		
745, 746, 845, 846, 945, 946, 1045		
847, 848, 849, 850, 851, 947, 948, 949, 950, 951, 1046, 1047, 1048, 1049, 1050		
RHODE ISLAND		
754, 854		
SOUTH DAKOTA (See Section 3)		
TENNESSEE		
1336, 1337, 1338, 1339, 1341, 1342, 1436, 1437, 1438, 1439, 1441, 1442, 1541		
1435		
TEXAS (See Section 3)		
UTAH (See Section 3)		
VERMONT		
552, 652, 653, 752, 753		
553, 554		
VIRGINIA		
1047, 1048, 1146, 1147, 1148, 1149, 1150, 1243, 1245, 1246, 1247, 1248, 1249, 1250		
1342, 1343, 1347, 1348, 1349		
WEST VIRGINIA		
945, 1045, 1144, 1145, 1244, 1245		
1044, 1143, 1243		
1046, 1047, 1048, 1146, 1147		
WISCONSIN (See Section 3)		

SECTION 3.

Rate Scales applying To and From Stations in ARIZONA, CALIFORNIA and NEVADA.

NOTE—Rate Scales shown in this Section in column headed "Fish, Fresh or Frozen" apply only on such shipme From Stations in CALIFORNIA. They Do Not apply To or From Stations in ARIZONA or NEVADA.

Between Block Numbers in the States of Arizona, California and Nevada	And Block Numbers in the States as shown below	Fruit, Nuts & Vegetables	Butter, Cheese, Dressed Poultry & Eggs	Fish, Fresh or Frozen	Fish, Smoked, Dried or Cured
		Apply Second-Class charge under Scale Numbers			
	ARIZONA				
803 804 805 995 1207 1307 1308	1415, 1416, 1515, 1516, 1615, 1616, 1715, 1716, 1814, 1815, 1816	70	...	..	...
803 804 805 905	1313, 1411, 1412, 1413, 1414, 1511, 1513, 1612, 1613, 1614, 1711, 1712, 1713, 1714	70	...	..	...
1207	1313, 1413, 1414, 1513, 1613, 1614, 1713, 1714	70	...	..	...
1207	1414, 1513, 1614, 1713, 1714	70	...	..	...
903 1002 1005 1102	1313, 1412, 1413, 1414, 1415, 1416, 1513, 1515, 1516, 1612, 1613, 1614, 1615, 1616, 1713, 1714, 1715, 1716, 1814, 1815, 1816	70	...	..	...
	1711, 1712	63	...	..	...
1003	1313, 1413, 1414, 1415, 1416, 1513, 1515, 1516, 1612, 1613, 1614, 1615, 1616, 1814, 1816	70	...	..	...
	1711, 1712	56	...	..	...
	1713, 1714, 1715, 1716, 1815	63	...	..	...
1004	1313	..	...	70	...
	1411	..	...	54	...
	1412, 1413	63	...	54	...
	1414	70	...	59	...
	1415, 1515	70	76	59	76
	1416, 1516	70	76	64	83
	1511	..	...	54	...
	1513	70	...	64	...
	1612	..	...	54	70
	1613, 1614	70	...	59	76
	1615	..	...	75	...
	1616	70	83	70	90
	1711	43	...	43	56
	1712	50	56	48	63
	1713, 1714, 1715, 1716, 1815	56	63	54	70
	1814	63	70	59	76
	1816	63	70	54	70
1103 1104	1313	70	...	70	...
	1411, 1412	..	...	54	...
	1513	70	...	64	...
	1515, 1614	70	76	59	76
	1613	70	...	59	...
	1615	70	...	75	...
	1616	70	83	70	90
	1711	43	56	43	56
	1712	50	56	48	63
	1714, 1715, 1716	56	63	54	70
	1814	63	70	59	76
	1815	56	63	54	70
	1816	63	70	54	70

Between Block Numbers in the States of Arizona, California and Nevada	And Block Numbers in the States as shown below	Fruit, Nuts & Vegetables	Butter, Cheese, Dressed Poultry & Eggs	Fish, Fresh or Frozen	Fish, Smoked, Dried or Cured
		Apply Second-Class charge under Scale Numbers			
	ARIZONA—Con.				
1103	1413	63	70	54	70
	1414, 1415	70	76	59	76
	1416, 1516	70	76	64	83
	1612	70	...	54	70
	1713	56	63	54	70
1104	1413	63	...	54	...
	1414, 1415	70	...	59	...
	1416, 1516	70	76	64	...
	1612	70	70	54	70
	1713	56	63	54	...
1105 1295 1206	1416, 1515, 1516, 1615, 1616	70	...	..	...
	1413, 1414, 1416	63	...	..	...
	1711	43	...	..	...
	1712	50	...	..	...
	1713, 1714, 1715, 1716, 1815	56	...	..	...
1105	1412	63	...	..	...
	1313, 1414, 1415, 1513, 1612, 1613, 1614	70	...	..	...
1206	1313, 1414, 1415, 1614	70	...	..	...
1203	1313	..	...	70	...
	1411, 1412, 1612	..	...	54	...
	1413	63	...	54	...
	1414, 1613, 1614	70	...	59	...
	1415, 1515	70	76	59	76
	1416	70	76	64	83
	1513	70	...	64	...
	1516	70	76	64	...
	1615	..	...	75	...
	1616	70	83	70	...
	1711	43	...	43	...
	1712	50	56	48	...
	1713	56	63	54	...
	1714, 1715, 1716, 1815	56	63	54	70
	1814	63	70	59	76
	1816	63	70	54	70
1204	1313	70	...	70	...
	1411, 1412, 1612	..	...	54	...
	1413	63	...	54	...
	1414, 1613	..	...	59	...
	1415, 1515, 1614	70	...	59	...
	1416, 1516	70	76	64	...
	1513	..	...	64	...
	1615	70	...	75	...
	1616	70	83	70	...
	1711	..	...	43	...
	1712	50	56	48	...
	1713	56	...	54	...
	1714, 1715, 1716, 1815	56	63	54	70
	1814	63	70	59	76
	1816	63	70	54	70
1203	1313	70	...	64	...
	1414, 1415, 1513, 1515, 1615	70	...	..	...
	1416, 1516, 1616	70	...	70	...
	1614	70	...	59	...
	1712, 1713, 1714	56	...	54	...
	1715, 1716, 1814, 1815	56	...	54	70
	1816	56	...	56	73

Between Block Numbers in the States of Arizona, California and Nevada	And Block Numbers in the States as shown below	Fruit, Nuts & Vegetables
	ARIZONA—Con.	
1304	1313	..
	1415, 1515, 1615	70
	1416, 1516, 1616	70
	1614	70
	1714, 1715, 1716, 1815	56
	1814	63
	1816	63
1305 1306	1615, 1616	70
	1713	56
	1714, 1715, 1716, 1815	56
	1814, 1816	63
1305	1516	70
	1711	43
	1712	50
1309	1616, 1716, 1816	70
1405 1505	1313	..
	1416, 1516, 1616	70
	1614	..
	1615	70
	1714	56
	1716, 1815	56
	1814	63
	1816	63
1405 1505	1715	56
	1715	56
1406	1616	70
	1714	56
	1715, 1716, 1815	56
	1814, 1816	63
1407	1416, 1516	63
	1513, 1515, 1614	56
	1613	50
	1616	70
	1711	30
	1712	36
	1713	43
	1714, 1715, 1716, 1815	50
	1814, 1816	56
1408 1410	1716, 1716, 1812, 1816	56
	1814	63
1506	1413, 1613, 1614	..
	1415, 1515	..
	1416	70
	1516	..
	1616	70
	1713	50
	1714, 1715, 1815	56
	1716	56
	1814	63
	1816	63
1507	1414, 1415	..
	1416, 1516	63
	1513, 1515	56
	1612	..
	1613	50
	1614	56
	1616	70
	1711	30

Con.	And Block Numbers in the States as shown below	Fruit, Nuts & Vegetables	Butter, Cheese, Dressed Poultry & Eggs	Fish, Fresh or Frozen	Fish, Smoked, Dried or Cured
		Apply Second-Class charge under Scale Numbers			
	KANSAS—Continued				
11 ...	1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231	83	...	...	...
.....	1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231	83	110	...	...
9.....	1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231	83	116	...	...
.....	1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1126, 1127, 1128, 1129, 1130, 1131, 1226, 1227, 1228, 1229, 1230, 1231	83	116	...	...
	1123, 1124, 1125, 1224, 1225	83	...	...	...
12, 1513, ...	1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1126, 1127, 1128, 1129, 1130, 1131, 1227, 1228, 1229, 1230, 1231	70	90	...	...
	1123, 1124, 1224	70	...	...	...
.....	1125, 1225	70	...	...	...
	1226	70	90	...	...
.....	1125, 1225, 1226	70	90	...	...
4.....	1125, 1226	70	90	...	...
	1225	70	...	...	...
.....	1125	70	90	...	...
	1225, 1226	70	...	...	...
15, 1815..	1024, 1123, 1124, 1224, 1225, 1226	70	.	. .	...
	1026, 1027, 1028, 1029, 1030, 1031, 1127, 1128, 1129, 1130, 1131, 1228, 1229, 1230, 1231	70	90	...	...
.....	1025, 1126, 1227	70	90	...	...
	1125	70	...	...	...
.....	1025, 1125, 1126, 1227	70	...	...	...
.....	1025, 1125	70	90	...	...
	1126, 1227	70	...	...	...
.....	1025	70	90	...	...
	1125, 1126, 1227	70	...	...	...
.....	1024, 1025, 1026, 1027, 1125, 1126, 1127, 1128, 1226, 1227, 1228	70	...	...	...
	1030, 1031, 1130, 1131, 1230, 1231	70	90	...	...
... .	1028, 1029, 1129, 1229	70	90	...	...
	1124, 1224	70	...	...	...
.....	1028, 1029, 1129, 1229	70	...	...	...
.....	1024, 1025, 1026, 1027, 1028, 1029, 1030, 1125, 1126, 1127, 1128, 1129, 1130, 1226, 1227, 1228, 1229, 1230	70	...	...	...
	1031, 1131, 1231	70	90	...	...

Between Block Numbers in the States of ARIZONA CALIFORNIA NEVADA	And Block Numbers in the States as shown below	Fruit, Nuts & Vegetables	Butter, Cheese, Dressed Poultry & Eggs	Fish, Fresh or Frozen	Fish, Smoked, Dried or Cured
		Apply Second-Class charge under Scale Numbers			
	KANSAS—Continued				
1511, 1612, 1613, 1711, 1712, 1713	1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231	70	90	...	...
1614, 1615	1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1228, 1229, 1230, 1231	70	90	...	...
	1225	70	...	...	...
1614	1123, 1124, 1224, 1226, 1227	70	90	...	...
1615	1123, 1124, 1224, 1226, 1227	70	...	...	...
1616, 1716, 1816	1024, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1224, 1225, 1226, 1227, 1228, 1229	70	...	...	...
	1026, 1027, 1028, 1029, 1030, 1031, 1130, 1131, 1231	70	90	...	...
1618, 1816	1025, 1230	70	90	...	...
1716	1025, 1230	70	...	...	...

Between Block Numbers in the States of ARIZONA CALIFORNIA NEVADA	And Block Numbers in the States as shown below	Fruit, Nuts & Vegetables	Butter, Cheese, Dressed Poultry & Eggs	Fish, Fresh or Frozen	Fish, Smoked, Dried or Cured	Oysters in bulk	Oysters in shell
		Apply Second-Class charge under Scale Numbers					
	LOUISIANA						
803, 804, 805, 903, 905, 1002, 1003, 1004, 1005, 1102, 1103, 1104, 1105, 1203, 1204, 1205, 1206, 1207, 1303, 1304, 1305, 1306, 1307, 1308, 1405, 1406, 1407, 1408, 1409, 1410, 1505, 1506, 1507, 1508, 1509, 1510, 1607, 1608, 1609, 1610, 1708, 1709, 1710	1732, 1832, 1932, 2032	76	103	91	116	...	..
	1733, 1734, 1735, 1833, 1834, 1933, 1934, 1935, 2033, 2036	83	...	96	123	...	..
801, 803, 804, 805, 901, 903, 903, 905	2034, 2035	83	110	96	123	143	..
1002, 1003, 1004, 1005, 1102, 1103, 1104, 1105, 1203, 1204, 1205, 1206, 1207	2034, 2035	83	110	96	123	136	96
1303, 1304, 1305, 1306, 1307, 1308, 1405, 1406, 1407, 1408, 1409, 1410, 1505, 1506, 1507, 1508, 1509, 1510, 1607, 1608, 1609, 1610, 1708, 1709, 1710	2034, 2035	83	103	96	123	136	96
808, 810, 811, 906, 907, 908, 909, 910, 911, 1006, 1007, 1211, 1310, 1311	1732, 1832, 1932, 2032	76	103	.	...	...	..
	1733, 1734, 1735, 1833, 1834, 1835, 1934, 1935, 2033, 2034, 2035, 2036	96	...	..	...	...	..
1008, 1010, 1011, 1106, 1107, 1108, 1208, 1209, 1309	1732, 1733, 1734, 1735, 1832, 1833, 1834, 1932, 1933, 1934, 1935, 2032, 2033, 2034, 2035, 2036	96	...	..	...	...	..

SECTION 3—Con. Between Block Numbers in the States of ARIZONA CALIFORNIA NEVADA	And Block Numbers in the States as shown below	Fruit, Nuts & Vegetables	Butter, Cheese, Dressed Poultry & Eggs	Fish, Fresh or Frozen	Fish, Smoked, Dried or Cured
		Apply Second-Class charge under Scale Numbers			
	LOUISIANA—Continued				
1313, 1411, 1412, 1413, 1414, 1415, 1416, 1511, 1513, 1515, 1516, 1612, 1613, 1614, 1615, 1616, 1711, 1712, 1713, 1714, 1715, 1716, 1514, 1815, 1816	1732, 1832, 1932, 2032	76	...	...	...
	1733, 1734, 1735, 1833, 1834, 1933, 1934, 1935, 2033, 2034, 2035, 2036	83	...	...	...
	MICHIGAN				
803, 804, 805, 808, 810, 811, 903, 905, 906, 907, 908, 909, 910, 911, 1002, 1003, 1004, 1005, 1006, 1007, 1102, 1103, 1104, 1105, 1203, 1204, 1205, 1206, 1207, 1211, 1303, 1304, 1305, 1306, 1307, 1308, 1310, 1311, 1313, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1513, 1515, 1516, 1607, 1608, 1609, 1610, 1612, 1613, 1614, 1615, 1616, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1814, 1815, 1816	237, 238	83	...	113	...
	335, 336, 337, 338, 437, 438	83	116	107	...
	339, 340, 341, 639, 640, 741, 742, 743, 841, 842	96	...	118	...
	439, 440, 441, 442, 541, 542, 543	96	...	129	...
	539, 540, 641, 642, 643	96	...	123	...
	739, 740, 840	96	...	113	...
	839	96	...	107	...
1008, 1010, 1011, 1106, 1107, 1108, 1208, 1209, 1309	237, 238, 335, 336, 337, 338, 339, 340, 341, 438, 439, 440, 441, 442, 539, 540, 541, 542, 543, 639, 640, 641, 642, 643, 739, 740, 741, 742, 743, 839, 840, 841, 842	96	...	...	...
	MINNESOTA				
803, 804, 805, 808, 810, 811, 903, 905, 906, 907, 908, 909, 910, 911, 1002, 1003, 1004, 1005, 1006, 1007, 1102, 1103, 1104, 1105, 1203, 1204, 1205, 1206, 1207, 1211, 1303, 1304, 1305, 1306, 1307, 1308, 1310, 1311, 1313, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1513, 1515, 1516, 1607, 1608, 1609, 1610, 1612, 1613, 1614, 1615, 1616, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1814, 1815, 1816	128, 129, 229, 329	83	...	102	130
	130, 131, 132, 133, 134, 230, 231, 232, 233, 234, 330, 331, 332, 333, 430, 431, 432, 433, 530, 531, 532, 533, 534	83	116	102	130
	429, 529, 629	76	103	96	123
	630, 631	76	103	91	116
	632, 633, 634	83	110	96	123
1008, 1010, 1011, 1106, 1107, 1108, 1208, 1209, 1309	129, 130, 131, 132, 133, 134, 229, 230, 231, 232, 233, 234, 235, 329, 330, 331, 332, 333, 429, 430, 431, 432, 433, 529, 530, 531, 532, 533, 534, 629, 630, 631, 632, 633, 634	96	...	...	...

Between Block Numbers in the States of ARIZONA CALIFORNIA NEVADA	And Block Numbers in the States as shown below	Fruit, Nuts &
803, 804, 805, 903, 905, 1002, 1003, 1004, 1005, 1102, 1103, 1104, 1105, 1203, 1204, 1205, 1206, 1207, 1303, 1304, 1305, 1306, 1307, 1308, 1313, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1506, 1506, 1507, 1508, 1509, 1510, 1511, 1513, 1515, 1516, 1607, 1608, 1609, 1610, 1612, 1613, 1614, 1615, 1616, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1814, 1815, 1816	MISSISSIPPI	
	1535, 1634, 1635, 1735, 1834, 1835	8
	1536, 1537, 1636, 1637, 1736	9
808, 810, 811, 906, 907, 908, 909, 910, 911, 1006, 1007, 1008, 1010, 1011, 1106, 1107, 1108, 1208, 1209, 1211, 1309, 1310, 1311	1535, 1536, 1537, 1634, 1635, 1636, 1637, 1735, 1736, 1834, 1835	8
803, 804, 805, 808, 810, 811, 903, 905, 906, 907, 908, 909, 910, 911, 1002, 1003, 1004, 1005, 1006, 1007, 1102, 1103, 1104, 1105, 1203, 1204, 1205, 1206, 1207, 1211, 1303, 1304, 1305, 1306, 1307, 1308, 1310, 1311, 1405, 1406, 1407, 1408, 1409, 1410, 1505, 1506, 1507, 1508, 1509, 1510, 1607, 1608, 1609, 1610, 1708, 1709, 1710	MISSOURI	
	930, 1030, 1031, 1131, 1231, 1331	7
	931, 1032, 1132, 1232, 1332	7
	932, 933, 934, 1033, 1034, 1035, 1133, 1134, 1135, 1233, 1234, 1235, 1236, 1333, 1334, 1335, 1336	8
1008, 1010, 1011, 1106, 1107, 1108, 1208, 1209, 1309	932, 933, 934, 1033, 1034, 1035, 1133, 1134, 1135, 1233, 1234, 1235, 1236, 1333, 1334, 1335, 1336	9
	1032, 1132, 1232, 1332	9
1008, 1010, 1011	930, 1030, 1031, 1131, 1231, 1331	8
1106, 1107	930, 1030, 1031, 1131, 1231, 1331	8
1108, 1208, 1209, 1309	930, 1030, 1031, 1131, 1231, 1331	8
1313, 1411, 1412, 1413, 1414, 1415, 1511, 1513, 1515, 1612, 1613, 1614, 1615, 1616, 1711, 1712, 1713, 1714, 1715, 1716, 1814, 1815, 1816	930, 931, 1030, 1031, 1131, 1231, 1331	7
	932, 933, 934, 1033, 1034, 1035, 1133, 1134, 1135, 1233, 1234, 1235, 1236, 1333, 1334, 1335, 1336	8
	1032, 1132, 1232, 1332	7
1416	930, 931, 1031, 1131, 1231, 1331	7
	932, 933, 1133, 1233	8
	934, 1134, 1135, 1234, 1235, 1236	8
	1030, 1032, 1033, 1232	7
	1034, 1035	7
	1132, 1232	7
1516	930, 931, 1031, 1131, 1231, 1331	7
	932	8
	932, 934, 1033, 1034, 1035, 1133, 1134, 1135, 1233, 1234, 1235, 1236, 1333, 1334, 1335, 1336	8
	1030	7
	1032, 1132, 1232, 1332	7

Con. ers of IA	And Block Numbers in the States as shown below	Fruit, Nuts & Vegetables	Butter, Cheese, Dressed Poultry & Eggs	Fish, Fresh or Frozen	Fish, Smoked, Dried or Cured
		Apply Second-Class charge under Scale Numbers			
	ARKANSAS—Continued				
	1331, 1431	70	90	...	...
	1332, 1432	76	96	...	...
	1333, 1334, 1335, 1434, 1435, 1436, 1535	83	103	...	...
	1433, 1533, 1534, 1633, 1634	83	...	...	...
	1531, 1631	70	...	...	...
	1532, 1632	76	...	...	...
03, 905, 1, 1003, 6, 1007, 2, 1103, 3, 1204, 7, 1303, 6, 1307, 1, 1405, 8, 1409, 6, 1507, 9, 1607, 9, 1708, ...	COLORADO				
	918, 919, 920, 921, 922, 923, 1017, 1018, 1019, 1020, 1022, 1023, 1117, 1118, 1119, 1120, 1217, 1218, 1219, 1220	70	...	75	...
	1021, 1121, 1122, 1123, 1221, 1222	70	96	75	96
1411, 3, 1612, 5, 1711, 4, 1715, ...	918, 919, 920, 921, 922, 923, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1217, 1218, 1219, 1220, 1221, 1222	70	...	...	...
10, 911, ...	919, 920, 921, 922, 923, 1020, 1021, 1022, 1023, 1120, 1121, 1122, 1123, 1217, 1218, 1219, 1220, 1221, 1222	70	...	...	...
.....	1019, 1119	70	...	...	...
.....	1018, 1019, 1118, 1119	70	...	...	...
.....	1019, 1118, 1119	70	...	...	...
, 1309..	918, 919, 920, 921, 922, 923 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1217, 1218, 1219, 1220, 1221, 1222	83	...	...	...
.....	918, 919, 920, 921, 922, 923, 1017, 1018, 1019, 1020, 1022, 1023, 1117, 1118, 1119, 1120, 1217, 1218, 1219, 1220	83	...	...	...
	1021, 1121, 1122, 1123, 1221, 1222	83	116	...	...
6, 1716, ...	919, 920, 921, 922, 923, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1217, 1218	70	...	...	...
.....	1219	70	...	...	...
.....	1222	70	...	...	...
.....	919, 920, 921, 922, 923, 1017, 1018, 1019, 1020, 1022, 1023 1117, 1118, 1217, 1218	70	...	...	...
.....	1021, 1123	70	...	...	...
.....	919, 920, 922, 923, 1017, 1018, 1019, 1117, 1217	70	...	...	...
.....	1118	70	...	...	...
03, 905, 4, 1005, 4, 1105, 5, 1206, 4, 1305, 8, 1405, 8, 1409, 7, 1508, 1, 1607, 9, 1708, 1.....	ILLINOIS				
	735, 834, 835, 934, 935, 1034, 1035, 1135, 1235, 1236	83	110	96	123
	736, 737, 738, 836, 837, 838, 936, 937, 938, 1036, 1037, 1038, 1136, 1137, 1138, 1237, 1238	83	116	102	130

Between Block Numbers in the States of ARIZONA CALIFORNIA NEVADA	And Block Numbers in the States as shown below	Fruit, Nuts & Vegetables	Butter, Cheese, Dressed Poultry & Eggs	Fish, Fresh or Frozen	Fish, Smoked, Dried or Cured
		Apply Second-Class charge under Scale Numbers			
808, 810, 811, 906, 907, 908, 909, 910, 911, 1006, 1007, 1211, 1310, 1311, 1313, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1513, 1515, 1516, 1612, 1613, 1614, 1615, 1616, 1712, 1713, 1714, 1715, 1716, 1814, 1815, 1816	ILLINOIS—Continued				
	735, 736, 737, 738, 834, 835, 836, 837, 838, 934, 935, 936, 937, 938, 1034, 1035, 1036, 1037, 1038, 1135, 1136, 1137, 1138, 1235, 1236, 1237, 1238	83	...	...	...
1008, 1010, 1011, 1106, 1107, 1108, 1208, 1209, 1309	735, 736, 737, 738, 834, 835, 836, 837, 838, 934, 935, 936, 937, 938, 1034, 1035, 1036, 1037, 1038, 1135, 1136, 1137, 1138, 1235, 1236, 1237, 1238	90	...	...	...
	IOWA				
803, 804, 805, 808, 810, 811, 903, 905, 906, 907, 908, 909, 910, 911, 1002, 1003, 1004, 1005, 1006, 1007, 1102, 1103, 1104, 1105, 1203, 1204, 1205, 1206, 1207, 1211, 1303, 1304, 1305, 1306, 1307, 1308, 1310, 1311, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1505, 1506, 1507, 1508, 1509, 1510, 1607, 1608, 1609, 1610, 1708, 1709, 1710	629, 630, 631, 730, 731, 831, 931	76	102	91	116
	632, 633, 634, 732, 733, 734, 735, 832, 833, 834, 835, 932, 933, 934	35	110	96	123
	729, 829, 830, 930	70	96	86	110
1008, 1010, 1011, 1106, 1107, 1108, 1208, 1209, 1309	629, 630, 631, 730, 731, 831, 931	90	...	...	...
	632, 633, 634, 732, 733, 734, 735, 832, 833, 834, 835, 932, 933, 934	96	...	...	...
1008, 1010, 1011	729, 829, 830, 930	83	...	...	...
1106, 1107	729, 829, 830, 930	83	110	...	...
1108, 1208, 1209, 1309	729, 829, 830, 930	83	116	...	...
1313, 1412, 1413, 1414, 1415, 1416, 1511, 1513, 1515, 1516, 1612, 1613, 1614, 1615, 1616, 1711, 1712, 1713, 1714, 1715, 1716, 1814, 1815, 1816	629, 630, 631, 730, 731, 831, 931	76	...	...	...
	729, 830, 930	70	90	...	...
	632, 633, 634, 732, 733, 734, 735, 832, 833, 834, 835, 932, 933, 934	83	...	...	...
803, 804, 805, 808, 907, 905, 906, 907, 908, 909, 1002, 1003, 1004, 1005, 1006, 1007, 1102, 1103, 1104, 1105, 1203, 1204, 1205, 1206, 1207, 1211, 1303, 1304, 1305, 1306, 1307, 1308, 1310, 1311, 1405, 1406, 1407, 1408, 1409, 1410, 1505, 1506, 1507, 1508, 1509, 1510, 1607, 1608, 1609, 1610, 1708, 1709, 1710	KANSAS				
	1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231	70	96	86	110
810, 811, 910, 911	1024, 1123, 1124	70	...	...	...
	1027, 1028, 1029, 1030, 1031, 1126, 1127, 1128, 1129, 1130, 1131, 1226, 1227, 1228, 1229, 1230, 1231	70	96	...	...
810	1025	70	...	...	...
	1026, 1125, 1224, 1225	70	96	...	...
811	1025, 1026, 1125, 1224	70	...	...	...
	1225	70	96	...	...
910	1025, 1026, 1125, 1224, 1225	70	96	...	...
911	1025, 1026, 1125, 1224, 1225	70	...	...	...

SECTION 3—Con. Between Block Numbers in the States of ARIZONA CALIFORNIA NEVADA	And Block Numbers in the States as shown below	Fruit, Nuts & Vegetables	Butter, Cheese, Dressed Poultry & Eggs	Fish, Fresh or Frozen	Fish, Smoked, Dried or Cured
		Apply Second-Class charge under Scale Numbers			
	NEW MEXICO—Continued				
1711	1417, 1418, 1419, 1518	70	...	...	...
	1618	63	...	...	...
1712	1419	63	...	...	...
1713	1317, 1318, 1319, 1320, 1321, 1322, 1420, 1421, 1422, 1520, 1521, 1522, 1621, 1622	70	...	...	...
	1419, 1519	63	...	...	...
	1717	36	...	...	...
	1719, 1819	50	...	...	...
1714	1317, 1318, 1319, 1320, 1321, 1322, 1421, 1422, 1522	70	...	...	...
	1520	63	...	...	...
	1620	56	...	...	...
	1717	30	...	...	...
	1718	36	...	...	...
	1719	43	...	...	...
1715	1317, 1318, 1319, 1322	70	...	...	...
	1717	23	...	...	...
	1818, 1819	36	...	...	...
1814	1317, 1318, 1319, 1320, 1321, 1322, 1420, 1422, 1522, 1622	70	...	...	...
1815	1317, 1318, 1319	70	...	...	...
	1717	23	...	...	...
803, 804, 805, 808, 810, 811, 903, 905, 906, 907, 908, 909, 910, 911, 1002, 1003, 1004, 1005, 1006, 1007, 1102, 1103, 1104, 1105, 1203, 1204, 1205, 1206, 1207, 1211, 1303, 1304, 1305, 1306, 1307, 1308, 1310, 1311, 1313, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1513, 1515, 1516, 1607, 1608, 1609, 1610, 1612, 1613, 1614, 1615, 1616, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1814, 1815, 1816	NORTH DAKOTA				
	122, 123, 124, 125, 126, 127, 128, 222, 223, 224, 225, 226, 227, 228, 229, 322, 323, 324, 325, 326, 327, 328, 329, 422, 423, 426, 427, 428	83	...	102	130
1008, 1010, 1011, 1106, 1107, 1108, 1208, 1209, 1309	122, 123, 124, 125, 126, 127, 128, 222, 223, 224, 225, 226, 227, 228, 229, 322, 323, 324, 325, 326, 327, 328, 329, 422, 423, 426, 427, 428	96	...	...	...
803, 804, 805, 808, 810, 811, 903, 905, 906, 907, 908, 909, 910, 911, 1002, 1003, 1004, 1005, 1006, 1007, 1102, 1103, 1104, 1105, 1203, 1204, 1205, 1206, 1207, 1211, 1303, 1304, 1305, 1306, 1307, 1308, 1310, 1311, 1405, 1406, 1407, 1408, 1409, 1410, 1505, 1506, 1507, 1508, 1509, 1510, 1607, 1608, 1609, 1610, 1708, 1709, 1710	OKLAHOMA				
	1323, 1324, 1325, 1326, 1327, 1328, 1426, 1427, 1428, 1526, 1527, 1528, 1628, 1629, 1630	70	96	86	110
	1329, 1530, 1331, 1429, 1430, 1431, 1529, 1530, 1531, 1631	70	96	91	116

Between Block Numbers in the States of ARIZONA CALIFORNIA NEVADA	And Block Numbers in the States as shown below	Fruit, Nuts & Vegetables
	OKLAHOMA—Continued	
1008, 1010, 1011, 1106, 1107, 1108, 1208, 1209, 1309	1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1426, 1427, 1428, 1429, 1430, 1431, 1526, 1527, 1528, 1529, 1530, 1531, 1628, 1629, 1630, 1631	83
1313, 1411, 1412, 1513, 1613	1324, 1325, 1326, 1326	70
	1327, 1328, 1329, 1330, 1331, 1428, 1429, 1430, 1431, 1528, 1529, 1530, 1531, 1628, 1629, 1630, 1631	70
1313	1326, 1427, 1527	70
1411, 1613	1326, 1427, 1527	70
1412	1326, 1427	70
	1526	70
1513	1326, 1527	70
	1427	70
1413, 1414	1324, 1325, 1326, 1327, 1426, 1427, 1428, 1526, 1527	70
	1329, 1330, 1331, 1429, 1430, 1431, 1529, 1530, 1531, 1628, 1629, 1630, 1631	70
1413	1328, 1528	70
1414	1328, 1528	70
1415	1325, 1326, 1327, 1328, 1426, 1427, 1428, 1429, 1526, 1527, 1528, 1529, 1628	70
	1329, 1330, 1331, 1430, 1431, 1530, 1531, 1629, 1630, 1631	70
1416	1327, 1328, 1329, 1330, 1331, 1428, 1429, 1430, 1431, 1528, 1529, 1530, 1531, 1628, 1629, 1630, 1631	70
1511, 1612, 1711, 1712	1325, 1326, 1327, 1328, 1329, 1330, 1331, 1426, 1427, 1428, 1429, 1430, 1431, 1526, 1527, 1528, 1529, 1530, 1531, 1628, 1629, 1630, 1631	70
1511, 1711, 1712	1324	70
1612	1324	70
1515	1326, 1327, 1328, 1329, 1426, 1427, 1428, 1429, 1430, 1526, 1527, 1528, 1529, 1530, 1531, 1628, 1629, 1630	70
	1330, 1331, 1431, 1631	70
1516	1326, 1327, 1328, 1329, 1330, 1428, 1429, 1430, 1431, 1528, 1529, 1530, 1531, 1628, 1629, 1630	70
	1331, 1631	70
1614, 1615	1324, 1325, 1326, 1426, 1526, 1527, 1628	70
	1328, 1329, 1330, 1331, 1429, 1430, 1431, 1528, 1529, 1530, 1531, 1630, 1631	70
1614	1327, 1427, 1428, 1629	70
1615	1327, 1427, 1428, 1629	70
1616, 1716	1325, 1326, 1327, 1328, 1329, 1426, 1427, 1428, 1429, 1430, 1526, 1527, 1528, 1529, 1530, 1628, 1629, 1630, 1631	70
	1331, 1431	70

Supplements to this tariff issued at any time.

P. S. C. Md. No. 31.
P. C. S. W. Va. No. 42.

I. C. C. No. C 1196.
Cancels I. C. C. Nos. C 1186, C 1194 and C 1195.
Charges rates as specified on page 2.

American Express Company
American Express Company
Canadian Express Company
Dominion Express Company
Great Northern Express Company

National Express Company
Northern Express Company
Southern Express Company
Wells Fargo & Company Express
Western Express Company

LOCAL AND JOINT TARIFF

Applying on

FRUIT AND VEGETABLES

(In carloads as specified herein)

Applying

From Stations in Indiana TO Stations in Delaware, District of Columbia, Illinois, Iowa, Kansas, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Jersey, New York, Ohio, Pennsylvania, West Virginia or Wisconsin, as shown in Section 3.

From Stations in Kansas TO Stations in Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, Oklahoma, South Dakota, Texas or Wisconsin, as shown in Section 4.

From Stations in Maryland or West Virginia TO Stations in Delaware, District of Columbia, Illinois, Indiana, Kentucky, Maryland, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, West Virginia or Wisconsin, as shown in Section 5.

From Stations in New York TO Stations in Illinois, Iowa, Kansas, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, Pennsylvania or Vermont, as shown in Section 6.

From Stations in Michigan TO Stations in Colorado, Connecticut, District of Columbia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maryland, Massachusetts, Minnesota, Missouri, Nebraska, New Jersey, New York, Ohio, Pennsylvania or Rhode Island, as shown in Section 7.

From Stations in Pennsylvania TO Stations in Connecticut, Delaware, Illinois, Indiana, Maryland, Massachusetts, Michigan, New Jersey, New Hampshire, New York, Ohio, Pennsylvania, Rhode Island or Vermont, as shown in Section 8.

From Stations in Michigan TO Stations in Indiana, Kentucky, New Jersey, New York or Ohio, as shown in Section 9.

From Stations in Michigan TO Stations in District of Columbia, Maryland, New York, Pennsylvania or Ohio, as shown in Section 10.

From Stations in Indiana TO Stations in Illinois, Iowa, Michigan, Minnesota, Nebraska, New York, Ohio or Wisconsin. From Stations in Indiana TO Stations in Illinois. From Stations in Maryland TO Stations in Minnesota. From Stations in Michigan TO Stations in Iowa or Nebraska. From Stations in Minnesota TO Stations in North Dakota. From Stations in New York TO Stations in District of Columbia, Illinois, Missouri or Pennsylvania. From Stations in Pennsylvania TO Stations in New Jersey. From Stations in Wisconsin TO Stations in Illinois, Iowa, Kansas, Michigan, Minnesota, Missouri or Nebraska. From Station in West Virginia TO Station in Pennsylvania, as shown in Section 11.

Governed by Official Express Classification No. 23, I. C. C. No. A-1450, P. S. C. Md. No. 30, P. S. C. W. Va. No. 37, Supplements thereto and reissues thereof.

Governed by and applying in connection with Joint Schedule of First and Second-Class Express Rates I. C. C. No. A-1632, P. S. C. Md. No. 33, P. S. C. W. Va. No. 2, Supplements thereto and reissues thereof.

Governed by and applying in connection with Joint Directory of Express Stations I. C. C. No. A-3, P. S. C. Md. No. 21, P. S. C. W. Va. No. 1, Supplements thereto and reissues thereof.

Governed by Joint Directory of Collection and Delivery Limits at Express Stations I. C. C. No. A-4, P. S. C. Md. No. 18, P. S. C. W. Va. No. 1, Supplements thereto and reissues thereof.

Governed by Terminal and Switching Charges I. C. C. No. A-1304, P. S. C. Md. No. 5, P. S. C. W. Va. No. 36, Supplements thereto and reissues thereof.

Issued and filed with the Interstate Commerce Commission, Public Service Commission State of Maryland, and Public Service Commission of West Virginia, by F. G. AIRY, Agent, 2 Rector Street, New York, N. Y.

ISSUED August 12, 1915. EFFECTIVE September 15, 1915, except as noted in individual items.

By authority of Rule 30 of Interstate Commerce Commission Tariff Circular No. 19-A, this tariff is not made applicable from or to all intermediate points. Upon reasonable request therefor rates which will not exceed those in effect from or to more distant points will, under authority granted by the Interstate Commerce Commission, be established from or to any intermediate point hereunder upon one day's notice to the Commission and to the public.

SECTION 1.

ITEM No. 1.

This tariff is filed with Commissions named below by me as Agent for the following Express Companies under Powers of Attorney

Commissions filed with Express Companies	Interstate Commerce Commission	Public Service Commission State of Maryland	Commissions filed with Express Companies	Interstate Commerce Commission
Adams Express Company, The	EX 1—No. 3	No. 2	National Express Company	EX 1—No
American Express Company	EX 1—No. 4	No. 2	Northern Express Company	EX 1—No
Canadian Express Company	EX 1—No. 4		Southern Express Company	EX 1—No
Dominion Express Company (concurrence)	EX 7—No. 3		Wells Fargo & Company (Express)	EX 1—No
Great Northern Express Company	EX 1—No. 4		Western Express Company	EX 1—No

F. G. AIRY, Agent, 2 Rector Street.

ITEM No. 2.

CANCELLATIONS.

Rates previously filed in I. C. C. No. C 1158 and omitted from this tariff are cancelled. For future rates on Peaches, between D Dallas, Galveston or Houston, Tex.; also rate on Apples and Peaches, between Norman, Okla., AND San Antonio, Tex., refer to Wells Fargo I. C. C. No. 4623. For future rates on Fruit & Vegetables, in less than carloads, between Chicago, Ill., AND Berry, Hart, Lakewood, Moore, New Era, Pentwater, Rothbury, Shelby or Whitehall, Mich., refer to I. C. C. No. C 1195. For future rates to or from all other points refer to in connection with Official Express Classification No. 23, I. C. C. No. A-1480, Supplements thereto and reissues thereof.

Cancels rates on Fruit & Vegetables FROM Terre Haute, Ind., TO Buffalo, N. Y., or Cleveland, Ohio, as filed in I. C. C. No. C 1193.

ITEM No. 3.

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Intermediate Rule		

ITEM No. 4.

EXPLANATION OF REFERENCE MARKS.

◆Adams Express Company will not participate in rates preceded by a sign thus ◆.
¶Southern Express Company will not participate in rates preceded by a sign thus ¶.
†Denotes reduction.
*Rates from Barkville, Burlington or Twin Mountain, W., Va. to Lima, Ohio, Toledo, Ohio, McKeesport, Pa., or Pittsburgh, Pa., represent i
◆Effective August 15, 1915. Issued by authority of Rule 30 Interstate Commerce Commission Tariff Circular No. 19-A.

ITEM No. 5.

EXCEPTIONS TO OFFICIAL EXPRESS CLASSIFICATION.

Shipments, when handled entirely by any one of the Companies named below, between any two points named in this tariff, are governed by I Express Classification shown in—

	I. C. C. No.	
Adams Express Company	966	Supplements thereto and reissues thereof.
American Express Company in connection with National Express Company	2289	
Great Northern Express Company	178	
Wells Fargo & Company Express	4765	

ITEM No. 6.

REGULATIONS GOVERNING CARLOAD SHIPMENTS.

Dominion and Western Express Companies will not participate in rates on Fruit and Vegetables, in carloads, minimum 15,000 p this tariff.

Drayage and Terminal Service.

(a) Carload rates provided in this tariff cover only the transportation charges from or to the points defined.

(b) Delivery service at destination or point of partial unloading, if desired, will be performed at an additional charge of 15 cents per 100 p quantity of the commodities so delivered.

(c) Rates to and from New York, N. Y., or Brooklyn, N. Y., on carload shipments carried by the Adams Express Company, apply only t pany's railroad terminal depots at Jersey City, N. J., or Hoboken, N. J.

(d) On carload shipments carried by Wells Fargo & Company, the rates named herein to and from New York, N. Y., or Brooklyn, N. Y., to or from that Company's railroad terminal depots at Jersey City, N. J., or Communipaw, N. J.

ITEM No. 7.

Equipment.

(a) The Express Companies parties hereto have arranged for a limited number of refrigerator cars, and to the extent available these cars application of shippers. Agents must not guarantee to provide refrigerator or special equipment. When such cars are not available, carload refrigerator cars will be accepted only when the cars are furnished by the shipper or the railroad company.

(b) Refrigerator car shipments will not be accepted by the Adams Express Company or Southern Express Company unless such refrigerat by the shipper or railroad company.

SECTION 2.

ADDITIONAL APPLICATION OF RATES.

Rates to or from DENVER, COLO., also apply to or from

Colorado Springs, Colo. Pueblo, Colo. Trinidad, Colo.

Rates to or from KANSAS CITY, MO., also apply to or from

Kansas City, Kan.

Rates to or from OMAHA, NEB., also apply to or from

Council Bluffs, Ia. South Omaha, Neb.

Rates to or from NEW YORK, N. Y., also apply to or from

Bayonne, N. J. Jersey City, N. J. Passaic, N. J.
Brooklyn, N. Y. Newark, N. J. Paterson, N. J.

SECTION 3.

Rates in this Section apply on
FRUIT AND VEGETABLES
in Carloads, minimum weight 20,000 Pounds.

FROM

Brownstown, Ind.
Carlisle, Ind.
Clay City, Ind.
Crothersville, Ind.
Decker, Ind.
Elnora, Ind.
Hudson, Ind.
Fort Branch, Ind.
Hauberstadt, Ind.
Hazelton, Ind.
§Hyatt, Ind.
Ingle, Ind.
Mount Vernon, Ind.
Oakland City, Ind.
Oaktown, Ind.
Owensville, Ind.
Patoka, Ind.
Petersburg, Ind.
Poseyville, Ind.
Princeton, Ind.
§Purcell, Ind.
Seymour, Ind.
Sullivan, Ind.
Vincennes, Ind.
§Vollmer, Ind.
Wheatland, Ind.
Worthington, Ind.

TO	Rate in cents per 100 lbs.	Refrigeration per car additional	TO	Rate in cents per 100 lbs.	Refrigeration per car additional	TO	Rate in cents per 100 lbs.	Refrigeration per car additional
Del.	125	$35.00	Kalamazoo, Mich.	90	$25.00	Canton, Ohio	95	$30.00
D. C.	125	35.00	Lansing, Mich.	90	25.00	Cincinnati, Ohio	65	25.00
	60	20.00	Petoskey, Mich.	100	25.00	Cleveland, Ohio	100	30.00
	70	25.00	Port Huron, Mich.	95	25.00	Columbus, Ohio	80	25.00
Ill.	60	25.00	Saginaw, Mich.	100	30.00	Dayton, Ohio	65	25.00
Ia.	90	30.00	Traverse City, Mich.	100	25.00	Hamilton, Ohio	65	25.00
Ia.	120	30.00	Duluth, Minn.	150	35.00	Newark, Ohio	75	25.00
	125	25.00	Minneapolis, Minn.	125	30.00	Sandusky, Ohio	90	25.00
Ia.	125	25.00	St. Paul, Minn.	125	30.00	Springfield, Ohio	75	25.00
Ia.	150	35.00	Kansas City, Mo.	110	30.00	Toledo, Ohio	85	30.00
Md.	125	35.00	St. Joseph, Mo.	110	25.00	Xenia, Ohio	75	25.00
	140	40.00	St. Louis, Mo.	70	25.00	Youngstown, Ohio	100	25.00
Mich.	95	25.00	Omaha, Neb.	125	30.00	Erie, Pa.	100	30.00
Mich.	100	25.00	Black Rock, N. Y.	110	30.00	Philadelphia, Pa.	125	35.00
ch.	90	30.00	Buffalo, N. Y.	110	30.00	Pittsburgh, Pa.	90	30.00
	95	25.00	New York, N. Y.	125	35.00	Huntington, W. Va.	90	30.00
ds, Mich.	90	30.00	Rochester, N. Y.	115	35.00	Wheeling, W. Va.	95	30.00
ch.	90	25.00	Syracuse, N. Y.	120	35.00	Milwaukee, Wis.	90	25.00
ch.	90	25.00	Akron, Ohio	100	30.00	Racine, Wis.	90	25.00

§Indicates non-agency station.

SECTION 4.

Rates in this section apply on:
Fruit, in carloads, minimum 17,000 lbs.
If refrigeration is furnished, add the charge per car shown for that service.

FROM

BLAIR, KAN. TROY, KAN. WATHENA, KAN.

TO American and National Offices in blocks shown below.	Rate in cents per 100 lbs.	Additional charge per car for refrigeration.	TO American and National Offices in blocks shown below.	Rate in cents per 100 lbs.	Additional charge per car for refrigeration.	TO American and National Offices in blocks shown below.	Rate in cents per 100 lbs.	Additional charge per car for refrigeration.
NOIS.			MICHIGAN.			OKLAHOMA		
	$1.20	$25.00	328	$1.98	$30.00	1238	$1.08	$25.00
	1.26	25.00	638	1.53	30.00	1639	1.20	25.00
	1.35	25.00	740	1.47	30.00			
	1.11	25.00	741, 742	1.53	30.00			
	1.17	25.00				SOUTH DAKOTA.		
	1.23	25.00	MINNESOTA.			427	1.68	35.00
	1.26	25.00	232	1.80	30.00	832	2.10	35.00
	.93	25.00	832	1.47	25.00	828	1.47	30.00
	.99	25.00				639	1.20	30.00
	1.08	25.00	MISSOURI.					
			1136	.93	20.00	TEXAS		
IANA.			NEBRASKA.			1726	1.68	35.00
	1.26	30.00	639	.96	20.00			
	1.38	30.00	639	.84	20.00	WISCONSIN.		
			639	.75	20.00			
			927, 928, 929	.75	20.00	232	1.80	30.00
WA.			OHIO.			634, 638	1.47	30.00
	1.08	25.00				837	1.62	30.00
	1.08	25.00	842	1.47	30.00	838	1.35	30.00
	1.20	25.00	842, 1042	1.53	35.00	837	1.41	30.00
	.84	20.00	844	1.68	35.00	736	1.20	25.00
	.84	20.00	840	1.71	35.00	737	1.26	25.00
	1.11	25.00	1041	1.41	35.00	736	1.35	25.00
	.72	25.00	1042	1.47	35.00			

SECTION 5.

Rates in this section apply on Fruit and Vegetables, in carloads, minimum weight 18,000 lbs.

FROM	FROM	FROM
Barnesville, Md.	◆†Town Creek, Md.	McNeil, W. Va.
Cumberland, Md.	Weverton, Md.	Moorefield, W. Va.
Eakle's Mill, Md.	*Barkville, W. Va.	North Mountain, W. Va.
Gapland, Md.	†Berkeley Springs, W.Va.	Okonoko, W. Va.
◆†Green Ridge, Md.	*Burington, W. Va.	Orleans Road, W. Va.
Hancock, Md.	Cherry Run, W. Va.	Patterson's Creek, W. Va.
Keedysville, Md.	French, W. Va.	Paw Paw, W. Va.
Knoxville, Md.	Great Cacapon, W. Va.	Petersburg, W.Va.
◆†Old Town, Md.	Green Spring, W. Va.	Romney, W. Va.
◆†Pearre, Md.	Hancock, W. Va.	Sir John Run, W. Va.
Potomac, Md.	Harpers Ferry, W. Va.	Sleepy Creek, W. Va.
Rohrersville, Md.	Kearneysville, W. Va.	Springfield, W. Va.
Rosbury, Md.	Keyser, W. Va.	*Twin Mountain, W. Va.
Sandy Hook, Md.	Little Cacapon, W. Va.	Vanderlip, W. Va.
◆†Spring Gap, Md.		

TO	Rate in cents per 100 lbs.	TO	Rate in cents per 100 lbs.
Akron, Ohio	75	Marion, Ohio	80
Baltimore, Md	50	McKeesport, Pa	50
Buffalo, N. Y.	90	Milwaukee, Wis	112½
Butler, Pa.	65	Newark, Ohio	75
Canton, Ohio	80	Newcastle, Pa	65
Chicago, Ill.	100	New York, N. Y.	80
Chillicothe, Ohio	70	Olean, N. Y.	90
Cincinnati, Ohio	80	Parkersburg, W. Va.	60
Clarksburg, W. Va.	50	Peoria, Ill.	112½
Cleveland, Ohio	80	Philadelphia, Pa.	60
Columbus, Ohio	80	Pittsburgh, Pa	55
Connellsville, Pa.	55	Portsmouth, Ohio	75
Dayton, Ohio	80	Rochester, N. Y.	95
Detroit, Mich.	100	Springfield, Ill.	112½
Evansville, Ind.	100	Springfield, Ohio	80
Erie, Pa.	80	St. Louis, Mo	112½
Fort Wayne, Ind.	100	Sandusky, Ohio	80
Hamilton, Ohio	80	Terre Haute, Ind	100
Indianapolis, Ind	90	Toledo, Ohio	90
Jamestown, N. Y.	90	Washington, D. C.	50
Lima, Ohio	90	Washington (C. H.), Ohio	80
Lorain, Ohio	80	Wheeling, W. Va	60
Louisville, Ky.	90	Wilmington, Del	60
Mansfield, Ohio	80	Youngstown, Ohio	65
Marietta, Ohio	65	Zanesville, Ohio	70

Refrigeration—If iced refrigerator cars are used the additional charge will be at cost of such service.

EXCEPTION.

Rate shown above will not apply between Barnesville, Md., and Washington, D. C. (Second-Class rate, as filed in I. C. C. No. A-1632, which is less, applies.)

SECTION 6.

Rates in this section apply on Fruit and Veg minimum weight 17,000 lbs.

TO	FROM BLOCK 642 Rate in cents per 100 lbs.	FROM BLOCK 642 Additional charge per car for refrigeration	FROM BLOCK 64 Rate in cents per 100 lbs.	FROM BLOCK 64 Additi char per c for ref equi
Chicago, Ill.	108	$25.00	114	$25.
Baltimore, Md.	102	21.00	84	21.
Boston, Mass.	96	21.00	90	21.
Fitchburg, Mass.	96	21.00	90	21.
Greenfield, Mass.	90	21.00	84	21.
North Adams, Mass.	84	21.00	75	21.
Pittsfield, Mass.	84	21.00	75	21.
Springfield, Mass.	90	21.00	84	21.
Westfield, Mass.	90	21.00	84	21.
Worcester, Mass.	96	21.00	90	21.
Augusta, Me.	120	21.00	114	21.
Bangor, Me.	126	21.00	120	21.
Lewiston, Me.	114	21.00	108	21.
Portland, Me.	108	21.00	102	21.
Kalamazoo, Mich.	96	21.00	102	21.
Minneapolis, Minn.	183	25.00	156	25.
St. Paul, Minn.	183	25.00	156	25.
Kansas City, Mo.	180	30.00	180	30.
St. Louis, Mo.	135	30.00	141	30.
Omaha, Neb.	183	25.00	156	25.
Bradford, N. H.	102	21.00	96	21.
Claremont, N. H.	96	21.00	84	21.
Concord, N. H.	102	21.00	96	21.
Keene, N. H.	90	21.00	84	21.
Manchester, N. H.	96	21.00	90	21.
Newport, N. H.	96	21.00	84	21.
Philadelphia, Pa.	105	21.00	90	21.
Bellows Falls, Vt.	96	21.00	84	21.
Bennington, Vt.	84	21.00	75	21.
Brattleboro, Vt.	90	21.00	84	21.
Burlington, Vt.	90	21.00	84	21.
Gassetts, Vt.	96	21.00	84	21.
Montpelier, Vt.	96	21.00	90	21.
Rutland, Vt.	96	21.00	84	21.
St. Albans, Vt.	90	21.00	84	21.
White River Jct., Vt.	96	21.00	84	21.

SECTION 7.

Rates in this section apply on Fruit and Vegetables, in carloads, minimum weight 18,000 lbs.

FROM

	Group		Group	
BENDERSVILLE, PA.	2	GARDNERS, PA.	2	HUNTERS RUN, PA.
SIGLERVILLE, PA.	2	GUERNSEY, PA.	2	STARNERS, PA.

TO American and National Offices in Blocks	Rates in cents per 100 lbs. Group 1	Rates in cents per 100 lbs. Group 2	TO American and National Offices in Blocks	Rates in cents per Group 1
743	114	114	860	
747	84	84	839	60
782	84	90	846	60
785	90	96	850	60
794	96	102	861	75
838	120	120	862	75
844	90	90	2000	60

Refrigeration—If iced refrigerator cars are used the additional charge will be at cost of such service.

SECTION 11.

MISCELLANEOUS RATES.

	FROM	COMMODITY	Rate in cents per 100 lbs.
s, D. C.	Wayland, N. Y.	Celery, & Lettuce, carloads, minimum 20,000 lbs.	90
	Borden, Ind. New Albany, Ind. Pekin, Ind. St. Joseph, Ind. Salem, Ind.	Fruit & Vegetables, carloads, minimum 15,000 lbs. Refrigeration $25.00 per car additional.	85
	New Orleans, La.	⊕ ¶Vegetables, carloads, minimum 18,000 lbs. actual weight Refrigeration $40.00 per car additional.	100
	Portage, Mich.	Fruit & Vegetables, carloads, minimum 17,000 lbs.	60
	Zeeland, Mich.	Fruit & Vegetables, straight or mixed carloads, minimum 17,000 lbs. Refrigeration to be furnished by shipper.	60
	Arkport, N. Y.	Celery & Lettuce, straight or mixed carloads, minimum 15,000 lbs. Refrigeration $20.00 per car additional.	*100*
	Avon, N. Y. Burns, N. Y. Caltaraugus, N. Y. Cherry Creek, N. Y. Collins, N. Y. Conesus, N. Y. Conewango, N. Y. Dayton, N. Y. Eden Center, N. Y. Eden Valley, N. Y. Forestville, N. Y. Gowanda, N. Y. Lawtons, N. Y. Little Valley, N. Y. Livonia, N. Y. Markhams, N. Y. North Collins, N. Y. Perrysburg, N. Y. Sheridan, N. Y. Smiths Mills, N. Y. South Dayton, N. Y. South Lima, N. Y. South Livonia, N. Y. Springwater, N. Y. Wallace, N. Y. Wayland, N. Y. Websters, N. Y.	Celery, straight or mixed with Lettuce, carloads, minimum 15,000 lbs. Refrigeration $30.00 per car additional. Lettuce, straight carloads, minimum 10,000 lbs. Refrigeration $30.00 per car additional.	*100* *100*
	Bayfield, Wis.	Fruit & Vegetables, carloads, minimum 17,000 lbs. Refrigeration $35.00 per car additional.	100
s, Ia.	Borden, Ind. New Albany, Ind. Pekin, Ind. St. Joseph, Ind. Salem, Ind.	Fruit & Vegetables, carloads, minimum 15,000 lbs. Refrigeration $35.00 per car additional.	132
r, Ia.	Bayfield, Wis.	Fruit & Vegetables, carloads, minimum 17,000 lbs. Refrigeration $30.00 per car additional.	120
	New Albany, Ind.	Fruit & Vegetables, carloads, minimum 20,000 lbs. Refrigeration $35.00 per car additional.	90
Mich.	Bayfield, Wis.	Fruit & Vegetables, carloads, minimum 17,000 lbs. Refrigeration $40.00 per car additional.	135
Minn.	Borden, Ind. New Albany, Ind. Pekin, Ind. St. Joseph, Ind. Salem, Ind.	Fruit & Vegetables, carloads, minimum 15,000 lbs. Refrigeration $45.00 per car additional.	180
is, Minn. Minn.	Borden, Ind. New Albany, Ind. Pekin, Ind. St. Joseph, Ind. Salem, Ind.	Fruit & Vegetables, carloads, minimum 15,000 lbs. Refrigeration $40.00 per car additional.	153

TO	FROM	COMMODITY	Rate in cents per 100 lbs.
Minneapolis, Minn. St. Paul, Minn.	St. Joseph, Mo.	Fruit & Vegetables, carloads, minimum 17,000 lbs. Refrigeration $25.00 per car additional.	100
	Bayfield, Wis.	Fruit & Vegetables, carloads, minimum 17,000 lbs. Refrigeration $30.00 per car additional.	70
Kansas City, Mo.	Bayfield, Wis.	Fruit & Vegetables, carloads, minimum 17,000 lbs. Refrigeration $40.00 per car additional.	155
St. Louis, Mo.	Avon, N. Y. Cherry Creek, N. Y. Collins, N. Y. Conesus, N. Y. Conewango, N. Y. Dayton, N. Y. Eden Center, N. Y. Eden Valley, N. Y. Lakeville, N. Y. Lawtons, N. Y. Markhams, N. Y. North Collins, N. Y. South Dayton, N. Y. South Lima, N. Y. South Livonia, N. Y. Springwater, N. Y. Websters, N. Y.	Celery, straight or mixed with Lettuce, carloads, minimum 15,000 lbs. Refrigeration $30.00 per car additional. Lettuce, straight carloads, minimum 10,000 lbs. Refrigeration $30.00 per car additional.	125 125
	Bayfield, Wis.	Fruit & Vegetables, carloads, minimum 17,000 lbs. Refrigeration $40.00 per car additional.	135
Lincoln, Neb.	Derby, Mich.	Fruit & Vegetables, carloads, minimum 18,000 lbs. Refrigeration $40.00 per car additional.	168
Omaha, Neb.	Borden, Ind. New Albany, Ind. Pekin, Ind. St. Joseph, Ind. Salem, Ind.	Fruit & Vegetables, carloads, minimum 15,000 lbs. Refrigeration $40.00 per car additional.	165
	Bayfield, Wis.	Fruit & Vegetables, carloads, minimum 17,000 lbs. Refrigeration $40.00 per car additional.	140
Jersey City, N. J.	Pocono Summit, Pa.	Huckleberries, carloads, minimum 10,000 lbs.	50
Buffalo, N. Y.	Terre Haute, Ind.	Fruit & Vegetables, carloads, minimum 20,000 lbs. Refrigeration $30.00 per car additional.	110
Fargo, N. D. Grand Forks, N. D.	Minneapolis, Minn. St. Paul, Minn.	Fruit & Vegetables, carloads, minimum 17,000 lbs.	**82**
Cleveland, Ohio	Terre Haute, Ind.	Fruit & Vegetables, carloads, minimum 20,000 lbs. Refrigeration $30.00 per car additional.	100
Philadelphia, Pa.	Burdett, N. Y. Caywood, N. Y. Covert, N. Y. Hector, N. Y. Lodi, N. Y. Trumansburg, N. Y.	Fruit & Vegetables, carloads, minimum 15,000 lbs.	60
	Waterloo, N. Y.	⊕ Fruit & Vegetables, carloads, minimum 15,000 lbs.	50
Pittsburgh, Pa.	Chester, W. Va.	Peaches, carloads, minimum 18,000 lbs.	50
Milwaukee, Wis.	Borden, Ind. New Albany, Ind. Pekin, Ind. St. Joseph, Ind. Salem, Ind.	Fruit & Vegetables, carloads, minimum 15,000 lbs. Refrigeration $35.00 per car additional.	108

s in italic denote reduction.
in bold face denotes increase.

CHAPTER XII

SWITCHING AND TERMINAL TARIFF

1. Introduction

The Act to Regulate Commerce requires that all charges that affect interstate rates be published and filed with the Interstate Commerce Commission. There are certain kinds of charges which accrue only under certain conditions, and to include the charges for such service in every tariff affecting the points where such conditions govern, would make them cumbersome on the one hand and unnecessarily expensive to print on the other.

Whenever an express rate is published, it, generally speaking, covers express service between the points to and from which it applies. But at certain places an additional service—such as shipping the consignment by freight after arrival at destination or switching the shipment to fair grounds or race tracks—may be desired by the owner of the goods, and this additional service the express company is willing to perform under certain conditions; the charge for such extra service is not included in the rate, as a rule, but is published in a tariff described as a terminal and switching tariff.

Tariffs of both class and commodity rates show that they are subject to the conditions and additional charges contained in terminal tariffs, in the same manner as freight tariffs.

The tariff is compiled by Mr. F. G. Airy, Agent, New York, and filed by him for all of the express companies with the Interstate Commerce Commission and with such state railroad and public service commissions as require the filing of tariffs.

	Cancels No.		Cancels No.		Cancels No.		Cancels No.
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ia. 69	42	Ia. R. C. No. 5	3	Neb. R. C. No. 6	5	P. S. C. Pa. No. 86	45
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ia. 89	24	Ky. R. C. No. 46	40	N. H. P. S. C. No. 29	18	S. C. R. C. No. 58	45
C. No. 80	72	L. R. C. No. 62	53	N. J. No. 32	25	So. Dak. R. C. No. 36	7
S.	19	P. U. C. Me. No. 80	27	N. M. C. C. No. 76	75	Tenn. R. C. No. 60	77
	16	P. S. C. Md. No. 44	37	P. S. C.—1 N. Y.—No. 22	20	Utah No. 37	33
	3	Mass. P. S. C. No. 39	26	P. S. C.—2 N. Y.—No. 166	92	Vt. P. S. C. No. 33	20
ia. 62	33	Mich. R. C. No. 61	32	N. C. C. C. No. 68	52	Va. S. C. C. No. 57	42
o. 200	63	Minn. R. C. No. 67	92	No. Dak. R. C. No. 94	77	Wash. P. S. C. No. 30	67
. No. 49	37	Miss. R. C. No. 94	29	Ohio No. 76	69	P. S. C. W. Va. No. 68	55
No. 76	71	P. S. C. Mo. No. 80	47	Okla. C. C. No. 37	6	Wis. R. C. No. 54	53
ia. A-68 A-25		Mont. R. C. No. 7	6	Ore. P. S. C. No. 60	70	Wyo. P. S. C. No. 43	36

I. C. C. No. A-2095.
Cancels I. C. C. No. A-1797.

C. R. C. No. 2270.
Cancels C. R. C. No. 1951.

supplements to this tariff
e in effect at any time,

Express Company
n Express Company
n Express Company
n Northern Express Company

Dominion Express Company
Great Northern Express Company.
National Express Company
New York & Boston Despatch Express Company

Northern Express Company
Southern Express Company
Wells Fargo & Company Express
Western Express Company

TERMINAL AND SWITCHING CHARGES

ALSO

REGULATIONS GOVERNING

lendants with Live Animals, Live Birds, Live Poultry, Live Fish or Live Stock

Applying as Express Traffic Covered by Tariffs Issued Subject Thereto

n Interstate Traffic governed, except as otherwise provided herein, by Official Express Classification No. 24, I. C. C. No. A-1639, C. R. C. No. nal and Joint Schedule of First and Second-Class Express Rates (No. 2) I. C. C. No. A-1622, C. R. C. No. 1775; Joint Directory of Express R. C. C. No. A-3, C. R. C. No. 128, Supplements thereto and reissues thereof.

n Intrastate Traffic governed, except as otherwise provided herein, by Official Express Classification No. 24, Local and Joint Schedule nd Second-Class Express Rates (No. 2), Joint Directory of Express Stations—in the State of Alabama, Ala. R. C. Nos. 24, 23 and 4; in the Arizona, Ariz. C. C. Nos. 37, 36 and 6; in the State of Arkansas, Ark. R. C. Nos. 46, 2 and 3; in the State of California, Cal. R. C. Nos. 32, ; in the State of Colorado, Colo. P. U. C. Nos. 63, 60 and 8; in the State of Connecticut, Conn. Nos. 15, 16 and 3; in the State of Delaware, . 24, 23 and 3; in the District of Columbia, D. C. Nos. 4, 5 and 6; in the State of Florida, Fla. R. C. Nos. 1, 2 and 3; in the State of Georgia, . Nos. 70, 71 and 69; in the State of Idaho, P. U. C. Ida. Nos. 36, 34 and 5; in the State of Illinois, Ill. P. U. C. Nos. 76, 68 and 8; in the Kentucky, Ky. R. C. Nos. 38, 35 and 3; in the State of Louisiana, L. R. C. Nos. 51, 52 and 3; in the State of Maine, P. U. C. Me. Nos. nd 3; in the State of Maryland, P. S. C. Md. Nos. 24, 23 and 21; in the State of Massachusetts, Mass. P. S. C. Nos. 27, 26 and 3; in the Michigan, Mich. R. C. Nos. 50, 48 and 9; in the State of Minnesota, Minn. R. C. Nos. 53, 36 and 8; in the State of Mississippi, Miss. o. 28, 23 and 4; in the State of Missouri, P. S. C. Mo. Nos. 28, 4 and 5; in the State of Nevada, Nev. R. C. Nos. 11 and 12; in the State Hampshire, N. H. P. S. C. Nos. 17, 21 and 4; in the State of New Jersey, N. J. Nos. 29, 18 and 3; in the State of New Mexico, N. M. C. C. 43 and 6; in the State of New York, P. S. C.—1 N. Y.—Nos. 18, 10 and 5, P. S. C.—2 N. Y.—Nos. 54, 52 and 36; in the State of North , N. C. C. C. Nos. 50, 48 and 3; in the State of North Dakota, No. Dak. R. C. Nos. 71, 67 and 6; in the State of Ohio, Ohio Nos. 66, 64 in the State of Oklahoma, Okla. C. C. Nos. 7, 6 and 9; in the State of Oregon, Ore. P. S. C. Nos. 69, 66 and 6; in the State of Pennsylvania, Pa. Nos. 38, 37 and 3; in the State of Rhode Island, R. I. P. U. C. Nos. 13, 11 and 3; in the State of South Carolina, S. C. R. C. Nos. d 3; in the State of Tennessee, Tenn. R. C. Nos. 76, 72 and 34; in the State of Utah, Utah Nos. 36, 28 and 3; in the State of Vermont, C. Nos. 28, 26 and 3; in the State of Virginia, Va. S. C. C. Nos. 45, 38 and 5; in the State of Washington, Wash. P. S. C. Nos. 65, 63 and e State of West Virginia, P. S. C. W. Va. Nos. 52, 49 and 3; in the State of Wisconsin, Wis. R. C. Nos. 46, 45 and 7; in the State of g, Wyo. P. S. C. Nos. 33, 31 and 2, Supplements thereto and reissues thereof.

n Intrastate Traffic governed, except as otherwise provided herein, by Official Express Classification No. 23; Local and Joint Schedule and Second-Class Express Rates; Joint Directory of Express Stations—in the State of Kansas, P. U. C. Kan. Nos. 33, 4 and 8.

n Intrastate Traffic governed, except as otherwise provided herein, by Official Express Classification No. 21; in the State of Indiana, Ind. R. C. ; in the State of Montana, Mont. R. C. No. 1; in the State of South Dakota, So. Dak. R. C. No. 1, Supplements thereto and reissues thereof.

n Intrastate Traffic governed, except as otherwise provided herein, by Official Express Classification filed by individual Companies, as in the State of Iowa, Adams Express Company's Ia. R. C. No. 468, American Express Company's Ia. R. C. No. 33, Wells Fargo & y Express Ia. R. C. No. 33; in the State of Nebraska, Adams Express Company (without number), American Express Company's Neb. . 2, Wells Fargo & Company Express (without number), Supplements thereto and reissues thereof.

med and filed with the Interstate Commerce Commission, Canadian Railway Commission, Railroad Commission of the State of Alabama, Corporation Commission, Railroad Commission of Arkansas, Railroad Commission of the State of California, Public Utilities Commission ate of Colorado, Florida Railroad Commission, Railroad Commission of Georgia, Public Utilities Commission of the State of Idaho, State ilities Commission of Illinois, Public Service Commission of Indiana, Iowa Railroad Commission, Public Utilities Commission of the State s, Kentucky Railroad Commission, Railroad Commission of Louisiana, Public Utilities Commission of the State of Maine, Public Service sion of the State of Maryland, Massachusetts Public Service Commission, Michigan Railroad Commission, Minnesota Railroad and ss Commission, Mississippi Railroad Commission, Public Service Commission of Missouri, The Railroad Commission of Montana, State Railway Commission, Nevada Railroad Commission, New Hampshire Public Service Commission, New Mexico State Corporation sion, Public Service Commission State of New York, First and Second Districts, North Carolina Corporation Commission, Railway sion of North Dakota, The Public Utilities Commission of Ohio, Corporation Commission of Oklahoma, Public Service Commission of The Public Service Commission of the Commonwealth of Pennsylvania, Public Utilities Commission of Rhode Island, The Railroad sion of South Carolina, Railroad Commission of South Dakota, Tennessee Railroad Commission, Public Service Commission of , Virginia State Corporation Commission, The Public Service Commission of Washington, Public Service Commission of West Virginia, Commission of Wisconsin, and the Public Service Commission of the State of Wyoming,

by P. G. AIRY, Agent,
61 Broadway, New York, N. Y.,
ndividual Companies named in original tariff.

UED April 1, 1917. EFFECTIVE May 15, 1917.

received.....1917.

SECTION 1.

This tariff is filed with Commissions named below by F. G. AIRY, Agent for the following Express Companies, under Powers of Attorney as indicated

Commissions filed with / Express Companies	Interstate Commerce Commission	Canadian Railway Commission	Railroad Commission of the State of California	State Public Utilities Commission of Illinois	Public Service Commission of Indiana	Public Service Commission of the State of Maryland	Michigan Railroad Commission	New Hampshire Public Service Commission	Public Service Commission State of New York First District	Public Service Commission State of New York Second and Third	The Public Service Commission of the Commonwealth of Pennsylvania
Adams Express Company, The	EX 1—No. 3	P. A. No. 1		FX 1—No. 1	EI 1—No. 1	No. 2	FM 1—No. 2		E 1—No. 2	E 1—No. 2	E 1—No. 1
American Express Company	EX 1—No. 4	P. A. No. 1	E 1—No. 1	FX 1—No. 1	EI 1—No. 1	No. 2	FM 1—No. 2	EX 1—No. 1	E 1—No. 2	E 1—No. 2	E 1—No. 1
Canadian Express Company	EX 1—No. 4	P. A. No. 1					FM 1—No. 1	EX 1—No. 1		E 1—No. 2	
Canadian Northern Express Company, The	EX 1—No. 3	P. A. No. 1									
Dominion Express Company (concurrence)	EX 7—No. 3	P. A. No. 1									
Great Northern Express Company	EX 1—No. 4	P. A. No. 2		FX 1—No. 1							
National Express Company	EX 1—No. 5	P. A. No. 1		X 1—No. 1	EI 1—No. 2		FM 1—No. 2	EX 1—No. 1	E 1—No. 2	E 1—No. 2	E 1—No. 1
New York & Boston Despatch Express Company	EX 1—No. 28										
Northern Express Company	EX 1—No. 4	P. A. No. 1									
Southern Express Company	EX 1—No. 6	P. A. No. 1		FX 1—No. 1	EI 1—No. 1	No. 2					
Wells Fargo & Company (Express)	EX 1—No. 7	P. A. No. 1	E —No. 1	FX 1—No. 1	EI 1—No. 1	No. 1	FM 1—No. 2		E 1—No. 1	E 1—No. 1	E 1—No. 1
Western Express Company	EX 1—No. 4	P. A. No. 1		FX 1—No. 1			FM 1—No. 2				

Name, Title and Address of Officials of Express Companies Authorized to Prepare and Issue Tariffs.

OFFICIAL	TITLE	NAME OF EXPRESS COMPANY	ADDRESS
J. E. CRONIN	Traffic Manager	Adams	New York, N. Y.
E. E. BUSH	Traffic Manager	American	New York, N. Y.
W. W. WILLIAMSON	Superintendent Tariffs	Canadian	Montreal, P. Q.
W. C. MUIR	General Superintendent	Canadian Northern	Winnipeg, Man.
W. H. BURR	Traffic Manager	Dominion	Toronto, Ont.
RONALD STEWART	Vice-President and General Manager	Great Northern	St. Paul, Minn.
E. E. BUSH	Traffic Manager	National	New York, N. Y.
E. W. BENNETT	Traffic Superintendent	Northern	St. Paul, Minn.
W. W. OWENS	Traffic Manager	Southern	Chattanooga, Tenn.
GEO. S. LEE	Traffic Manager	Wells Fargo & Company	New York, N. Y.
W. H. BURR	Traffic Manager	Western	Toronto, Ont.

COMMON POINT.

The term "Common Point" as specified in this tariff applies to stations reached by two or more express companies as designated in I. C. C. No. 24, O. S. No. 152, Supplements thereto and reissues thereof

EXCLUSIVE STATION.

The term "Exclusive Station" as specified in this tariff applies to stations reached by only one express company as designated in I. C. C. No. 24, O. S. No. 152, Supplements thereto and reissues thereof.

When Commodity rates are named they remove the application of the Classification rating on the same commodity and between the same points

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SECTION 3.

APPLICATION OF TARIFF.

RULE 1—Where an addition of Scale numbers is required by this tariff, add the specified number of Scales to the Scale applicable between point of s destination and determine the charges under the combined Scale numbers, except that where specific Commodity rates are in effect between inte the charge on such commodities shall be the charge at the commodity rate plus the charge represented by the additional Scale numbers specified, numbers, add 25 cents per 100 lbs.; 10 Scale numbers, add 50 cents per 100 lbs., etc.

RULE 2—Unless otherwise provided, the Terminal and Switching Charges given herein for Live Stock in carloads will apply per car regardless of the number in the car.

RULE 3—Carload shipments of Live Stock to or from Fair Grounds at Brunswick, Me., Clinton, Mass., Concord, N. H., Huron, S. D., Lewiston, Me., New Poughkeepsie, N. Y., Rockville, Conn., Rome, N. Y., Waterville, Me., White Plains, N. Y., or White River Junction, Vt., will not be transp the depot, and no arrangements for such additional service must be made or additional charge assessed.

RULE 4—Switching Charges provided for herein must not be assessed on shipments of Live Stock unloaded for rest, feed and water, in compliance with the Fe

RULE 5—In waybilling carload shipments the switching charge, if any, must be shown as a separate entry on the waybill.

Item No.

1 **Albany, N. Y.**—Island Park—The rate on carload shipments between Island Park and all points is $5.00 per car more than the Albany, N. Y., rate.

2 **Allentown, Pa.**—Fair Grounds—The rate on carload shipments between the Fair Grounds and all points is $7.50 per car more than the Allentown, Pa., rate.

3 **Arcadia, Cal.**—Special engine service from Los Angeles, if required, will be furnished by the Southern Pacific Railroad only, at an additional charge of $25.00 for each trip for one car, or for two or more cars offered for movement at one and the same time.

4 **Arlington, Md.**—Arlington, Md., rates, will apply on carload shipments between Gentlemen's Driving Park or Pimlico Race Track and all stations.

5 **Ashburn, Va.**—The rate on carload shipments to or from Ashburn, Va., will be $5.00 per car more than the Ashburn rate.

6 **Atlanta, Ga.**—(a) Shipments between the Southeastern Fair Association Grounds at Lakewood and all points must be charged in addition to the Atlanta, Ga., rate, as follows:

10 lbs. or less	15 cents
Over 10 and not over 20 lbs.	20 cents
Over 20 and not over 30 lbs.	25 cents
Over 30 and not over 50 lbs	35 cents
Over 50 and not over 100 lbs.	50 cents
Over 100 lbs. 50 cents per 100 lbs.	
Trunks, Sewing Machines and Baby Carriages 50 cents each.	

(b) National Stock Yards or Miller Union Stock Yards—A charge of $4.00 per car will be made upon carload shipments switched to or from the National Stock Yards or Miller Union Stock Yards.

7 **Baltimore, Md.**—(a) On carload shipments interchanged by the American Express Company and Wells Fargo & Company at Baltimore—the Adams Express Company being used as an intermediary—a charge of $13.00 per car for switching service must be made in addition to the charge for transportation service.

(b) On carload shipments interchanged by the Adams Express Company and Wells Fargo & Company at Baltimore, a charge of $5.00 per car for switching service must be made in addition to the charge for transportation service.

8 **Belmont Park Race Track, Long Island, N. Y.**—When shippers desire special train service between Belmont Park Race Track, Long Island, N. Y., and Locust Valley, N. Y., and it is reasonably practicable for the Long Island Railroad to furnish it, the charge therefor will be $25.00 for 4 cars or less; for 5 or more cars in one shipment no extra charge will be made for special train service.

9 **Berkley, Va.**—The rate on carload shipments of live stock to or from the Union Stock Yards at Berkley, Va., when arriving at or forwarded from Norfolk, Va., via the Chesapeake & Ohio Railway, is $7.50 per carload more than the Norfolk, Va., rate.

When such shipments arrive at or are forwarded from Norfolk, Va., via other railroads the rate is $2.50 per carload more than the Norfolk, Va., rate.

10 **Bluemont, Va.**—The rate on carload shipments to or from Bluemont, Va., will be $5.00 per car more than the Bluemont rate.

11 **Boston, Mass.**—(a) On carload shipments from stations of the American or National Express Companies for transfer to Adams Express Company at Boston, Mass., and which must move over the Boston & Maine Railroad, an additional charge for switching will be made as follows:

Cars equipped with 4-wheel trucks	$15.00 each
Cars equipped with 6-wheel trucks	25.00 each

Item No.

11 **Boston Mass.**—Con.

(b) On carload shipments from stations of the Adams Express in the States of Connecticut, Massachusetts or Rhode Island stations of the American or National Express Companies in the Maine, Massachusetts, New Hampshire or Vermont, which from Boston, Mass., over the Boston & Maine Railroad, an charge for switching must be made as follows:

Cars equipped with 4-wheel trucks	[illegible]
Cars equipped with 6-wheel trucks	[illegible]

12 **Bowling Green, Ky.**—Warren County Fair Grounds—shipments the Warren County Fair Grounds and all points effect no charge tion to the Bowling Green, Ky., rate, as follows

50 lbs. or less	25 cents
Over 50 " to 100 lbs	35 "
" 100 "	25 " per 100 lbs

13 **Bridgeport, Conn.**—When carload shipments are switched to or factory of the American Cycle Car Company, East Bridgeport, charge of $5.00 for switching will be assessed in addition to the tion charge to or from Bridgeport.

14 **Brunswick, Me.**—Topsham Fair Grounds—The rate to or from the Fair Grounds, near Brunswick, Me., is 5 Scale numbers more than to or from Brunswick, Me. (See Rules 1 and 3.)

15 **Buffalo, N. Y.**—Bridgeburg (Fort Erie, Ont., Race Track)—T carload shipments between Bridgeburg and all points in [illegible] more than the Buffalo, N. Y., rate, except that the charge must not be more than Classification rate, to or from Bridgeburg

16 **Chicago, Ill.**—(a) The rate on carload shipments between all Hawthorne Race Track is $20.00 per car more than the Chicago

(b) An additional charge of $10.00 per car will be made for ser to the Illinois Central Fruit Auction House, located on the Illi Tracks at the foot of South Water Street.

EXCEPTION—Carload shipments arriving in Chicago over Illinois Central lines, will be switched to the Illinois Cen Fruit Auction House without charge.

(c) No charge must be assessed for switching carload shipm stock to or from loading chutes at West Hammond or Colum or to or from the Union Stock Yards.

17 **Clarks Gap, Va.**—The rate on carload shipments to or from Va., will be $5.00 per car more than the Clarks Gap, Va., rate.

18 **Cleveland, O.**—Rockport Race Track, West Park, O.—The rate shipments between Rockport Race Track, West Park, O., and $25.00 per car more than the Cleveland, O., rate.

19 **Clinton, Mass.**—Fair Grounds—The rate to or from the Fa at Clinton, Mass., is 10 Scale numbers more than the rate to or fr Mass. (See Rules 1 and 3.)

20 **Columbus, O.**—Ohio State Fair Grounds—The rate on carload between Ohio State Fair Grounds and all points is $3.00 per car the Columbus, O., rate.

21 **Comstock Park, Mich.**—West Michigan State Fair Grounds—West Michigan State Fair Grounds is delivered from Comstock (exclusive to Adams Express Company)

If shippers desire special switching service between the Fair trains, such service will be performed at a charge of $10.00 per

22 **Concord, N. H.**—Fair Grounds—The rate to or from the Fair Concord, N. H., is 5 Scale numbers more than the rate to or from N. H. (See Rules 1 and 3.)

SECTION 4.

ATTENDANTS WITH

ɪimals, Live Birds, Live Poultry, Live Fish or Live Stock.

GENERAL RULES.

ɪgulations prescribed below, the free transportation of Attendants with Live Animals, Live Birds, Live Poultry, Live Fish or Live Stock, is further rules and regulations of the individual Railroad Companies over which the shipment is transported, as on file with the Interstate Commerce Canadian Railway Commission, Public Service Commission First and Second Districts, State of New York, and Railroad Commissions of States.

free when accompanying carload shipments will be permitted to ride only in the second-class or smoking car of the train, or in the car with Birds, Poultry, Fish or Live Stock, unless otherwise provided under the regulations of the individual companies as shown herein.

ɪ provided, two attendants will be carried free with each car of Imported Horses from port of entry; both of such attendants must ride in the cases.

Stock Contracts executed, the Waybills issued for such shipments, and the Release signed by the Attendants, must show by proper notations the tendants which will be carried free in each of the territories named below, into or through which each shipment is to pass.

must not be granted free transportation as Attendants,

ot be furnished with return transportation.

ɪ provided, one Attendant will be carried free with a carload of Live Animals, Live Birds, Live Fish, Live Poultry or Live Stock, other Jacks or Mules.

ɪ EXPRESS COMPANY.

shipments are moved in exclusive express trains, or in mail ɪsible for the attendant to ride in the car with the animals space, and there is no crew car attached to the train in which f ride, it will be permissible for the attendant to ride in the oking car of the train preceding or following the train in are moved.

ɪrwise provided in Items Nos. 121, 122 and 125, this ɪ transportation will be provided for attendants with ɪments of Horses, Jacks and Mules as follows:

rses, one trainer for each shipment to one owner; one attend- ɪ said Horse may also be carried free in the car with the rvided that not exceeding five attendants shall be carried y one car.

ther than Race Horses, Jacks or Mules, one attendant with ɪmount up to and including three cars belonging to one attendants with from four to seven cars, inclusive, belong- wner; and three attendants with eight cars or more belong- wner.

ɪing named Railroads two attendants will be carried free (see also Item No. 115):

rlington & Quincy Railroad
Southern Lines
alt Lake Railroad
Louis Railway
hand & Southern Railroad
ɪ & St. Louis Railroad
North & South Railway Company
aha & Kansas City Railroad
angdon & Northern Railroad
nty Railway Company

ork, New Haven & Hartford Railroad, New York, West- Boston Railway or the Central New England Railway, ll be carried free as follows:

orses, one attendant for each Horse in the shipment, but an five attendants will be carried free with one car.

ɪk other than Race Horses, one attendant with each con- ɪ to and including three cars belonging to one owner; two with from four to seven cars, inclusive, belonging to one three attendants with eight cars or more belonging to

with carloads of Imported Horses will be carried free only ring named Railroads (and those named in Item No. 121):

& Ohio Railway
ackawanna & Western Railroad
Ontario & Western Railway
a Railroad System
Fredericksburg & Potomac Railroad
ailway

ADAMS EXPRESS COMPANY—Continued.

Item No.

124 No attendants will be carried free with carload shipments of Live Birds or Live Fish. Over the following named Railroads, with carload shipments of Live Animals, Cattle, Dogs and Live Poultry, one attendant will be carried free with each car; said attendants will be permitted to ride only in the cars with the Animals or Poultry, except that in the case of unstalled cars of Live Stock and with shipments of Live Animals, where it would be unsafe for the attendants to ride continuously with the Animals, they will be permitted to ride in the second-class or smoking car of the train:

Boyne City, Gaylord & Alpena Railroad
Chesapeake & Ohio Railway Company
Chicago, Burlington & Quincy Railroad
Cincinnati, Lebanon & Northern Railway
Colorado & Southern Railway Company
Delaware, Lackawanna & Western Railroad
Denver, Laramie & Northwestern Railroad
Denver & Salt Lake Railroad
Fort Worth & Denver City Railway Company
Great Western Railway
Iowa & St. Louis Railway
Little Kanawha Railroad
Long Island Railroad
Lorain, Ashland & Southern Railroad
Louisville, Henderson & St. Louis Railway
Michigan East & West Railroad
Minneapolis & St. Louis Railroad
Muscatine, Burlington & Southern Railroad
New York, Ontario & Western Railway
Ohio River & Western Railway
Oregon Interurban Railway
Pennsylvania Railroad System
Pere Marquette Railroad
Pittsburgh, Lisbon & Western Railroad
Quincy, Omaha & Kansas City Railroad
Richmond, Fredericksburg & Potomac Railroad
Shelby County Railway Company
Toledo, Peoria & Western Railway
Virginian Railway
Waynesburg & Washington Railroad
Wichita Valley Railway Company

EXCEPTION—Two attendants will be carried free with carload shipments of Cattle on the Chicago, Burlington & Quincy Railroad and on the Minneapolis & St. Louis Railroad.

LOUISVILLE & NASHVILLE RAILROAD.

125 (a) Attendants carried free, when accompanying carload shipments, will be permitted to ride only in the car with the animals, except that with shipments of Live Stock in unstalled cars, where it would be unsafe for attendants to ride continuously with the animals, they will be permitted to ride in the second-class car, or smoking car, of the train.

(b) With carload shipments originating at points in territory where no attendants will be carried free, destined to points in territory where free transportation is authorized, or vice versa, the attendant or attendants will be transported free only for that part of the haul which is between the points in territory where free transportation is permitted.

(c) No attendants will be transported free with carload shipments of live birds, live poultry or with carload shipments of live animals or live stock, except as defined herein.

SECTION 6—Continued.

ADAMS EXPRESS COMPANY—Continued.

Item No. 125—Con.

(d) Race Horses—With carload shipments of Race Horses transported over the Louisville & Nashville Railroad, one trainer will be carried free with each shipment from one owner and in addition one attendant will be carried free with each horse, but not to exceed five attendants will be carried free with each car, within and between the following points and territory:

Between all stations in Kentucky, Ohio and Tennessee.
Between East St. Louis, Ill., Evansville, Ind., or St. Louis, Mo.
Between East St. Louis, Ill., Evansville, Ind., or St. Louis, Mo., and all stations in Kentucky, Ohio and Tennessee.

(e) Jacks and Mules, and Horses, other than Race Horses—With carload shipments of Jacks or Mules and Horses, other than Race Horses, one attendant will be carried free with one, two or three cars from one owner; two attendants with four to seven cars, inclusive, from one owner, and three attendants with eight or more cars from one owner, between the following points:

Between East St. Louis, Ill., St. Louis, Mo., Evansville, Ind., Louisville, Ky., or Cincinnati, Ohio.

Also Between

East St. Louis, Ill., St. Louis, Mo., Louisville, Ky., or Cincinnati, Ohio.

And

Evansville, Ind., Guthrie, Ky., or Nashville, Tenn., with shipments transported between East St. Louis, Ill., St. Louis, Mo., Louisville, Ky., or Cincinnati, Ohio, and Memphis, Tenn., Mobile, Ala., or New Orleans, La."

AMERICAN EXPRESS COMPANY.
NATIONAL EXPRESS COMPANY.

126 Free transportation will be provided for attendants with carload shipments of live stock as follows:

(a) Between stations in the territory lying west of Lake Michigan, Chicago, Ill., the Indiana and Illinois State Line, the Ohio River to the Mississippi River, and the Mississippi River to the Gulf of Mexico, two attendants with each car.

(b) Between stations in the territory lying east of Lake Michigan, Chicago, Ill., and the Indiana State Line to the Ohio River:

With Race Horses, one attendant for each Horse in the shipment, but not to exceed five attendants and one trainer to each shipment for one owner.

With Live Stock other than Race Horses, one attendant with each consignment, up to and including three cars belonging to one owner; two attendants with from four to seven cars, inclusive, belonging to one owner; and three attendants with eight cars or more belonging to one owner.

(c) Between stations in the territory lying south of the Ohio River, but east of the Mississippi River, with Race Horses, one attendant with each Horse in the car, but not exceeding five attendants to any one car. Attendants to ride in the car with the Horses. With Live Stock other than Race Horses, one attendant with one or two cars, two attendants with three or four cars, three attendants with five to seven cars, four attendants with eight or more cars.

(d) Between stations in the territory described in paragraph (c) and stations in the territory described in paragraph (b), which, to reach destination by the lines of this Company must pass through the territory described in paragraph (a), will be governed as to the number of attendants by the rule prevailing in the territory where the shipment originated.

(e) With a shipment of horses which originates in the territory described in paragraph (b), destined to a point in the territory described in paragraph (a), or vice versa, the number of attendants allowed under the regulations governing in the territory described in paragraph (b) will be carried free in that territory, and the number of attendants allowed under the regulations governing in the territory described in paragraph (a) will be carried free in that territory, except that the territory regulations described in paragraph (b) will apply through on shipments carried over the Big Four Railroad to or from St. Louis, Mo., or Peoria, Ill., or the Toledo, St. Louis & Kansas City Railroad, to or from St. Louis.

(f) Attendants carried free when accompanying carload shipments will be permitted to ride only in the car with the animals, birds, poultry, fish or live stock, except that in the case of unstalled cars of live stock, where it would be unsafe for the attendants to ride continuously with the animals, they will be permitted to ride in the second-class or smoking car of the train.

CANADIAN EXPRESS COMP
CANADIAN NORTHERN EXP COMPANY.
DOMINION EXPRESS COMP

Item No.

127 Free transportation will be provided for attendants wi ments of Horses, Jacks and Mules, as follows:

(a) Between stations lying in the territory west of and William, Ont., two attendants with each car.

(b) Between stations lying in the territory east of and William, Ont.:

With carloads of Race Horses or Show Horses, on each horse in the shipment, but not to exceed five at one car and one trainer to each shipment for one owne

NOTE—The term "Race Horses" includes only h trained for contests of speed. The term "Show Horse grade horses carried to or from horse shows or exhi cluding horses for side shows or theatrical entertainme

With carloads of Commercial Horses and Jacks or tendant with each consignment up to and includi belonging to one owner; two attendants with from cars, inclusive, belonging to one owner; and three a eight cars or more belonging to one owner.

When shipments originate east of Fort William, destined to points west thereof, or vice versa, passing east of Fort William, Ont., and paragraph (a) west of th

Attendants accompanying carloads of Horses in sta be permitted to ride only in the car with the animals.

GREAT NORTHERN EXPRESS CO

128 Free transportation will be provided for attendants with ments of Live Stock as follows: With shipments of Live loads, not to exceed two attendants with each car, transp good only between the points the shipment is transpo ants will be allowed to ride in each car of the train by the Railway Company over whose line the shipment least one attendant at all times must remain in the animals transported.

NORTHERN EXPRESS COMPA

129 Free transportation will be provided for attendants with ments of Live Stock as follows:

With shipments of Live Stock in carloads, not to e tendants with each car, transportation to be good only points the shipment is transported. At least one at times must remain in car with animals transported.

Release to be executed by attendants accompanyi must be signed by the owner of the horses, or his auth and the men who actually travel with the horses.

Agents must not permit any other attendants to be s those who have previously signed the release; if numer attendants, execute a new Uniform Live Stock Contract

SOUTHERN EXPRESS COMPA

130 REGULATIONS GOVERNING THE FREE TRANSPO ATTENDANTS IN CHARGE OF CARLOAD SHI OF LIVE STOCK.

(a) Attendants transported free will be carried only at t of personal injury from any cause whatever, and the Exp will not be responsible for any loss of, or damage to, the p of attendants.

(b) Attendants carried free, when accompanying carlo will be permitted to ride only in the car with the animal with shipments of live stock in unstalled cars, where it wo for attendants to ride continuously with the animals, they mitted to ride in the second-class car, or smoking car, of th

(c) With carload shipments originating at points in terri attendants will be carried free, destined to points in terri transportation is authorized, or vice versa, the attendant will be transported free only for that part of the haul wh the points in territory where free transportation is permitt

(d) With a shipment of live stock which originated in scribed in Items Nos. 131 or 132, destined to a poi described in Item No. 133, or vice versa, the number allowed under the regulations governing in territory des Nos. 131 or 132 will be carried free in that territory, and of attendants allowed under the regulations governing in described in Item No. 133 will be carried free in that ter

CHAPTER XIII

EXPRESS FORMS

In a work of this character it is manifestly impossible to illustrate all of the forms in use by express companies, and therefore only the most important will be shown. In a general way the forms of all companies are the same. They may differ in minor details, such as the arrangement of the printed matter or the number of copies to be made by the billing agent, but, generally speaking, the practice is uniform. In order that the reader may become familiar with them the more important forms and instructions relating to their use are given. The instructions of the companies vary somewhat, but in general principles they all agree.

In addition to the waybilling instructions given herein, the companies issue general instructions covering in detail all of the emergencies that are likely to arise when irregularities occur. These instructions are replete with information, particularly with reference to irregularities and the physical handling of express matter.

A careful study of this chapter will enable the reader to understand not only how to waybill shipments, but also what to do when unusual situations arise.

The waybills of the Adams, American, and Wells Fargo companies do not carry a delivery receipt, which is made out by the billing agent. These companies fur-

nish their drivers with a delivery book in which the consignee signs for the shipment at the time of delivery.

The Adams Express Company tracer form is also shown. This form greatly simplifies the tracing of a shipment, as it provides for all of the data necessary to enable the company to facilitate its work of locating a shipment that has gone astray.

The receipt and live stock contract have already been referred to in another chapter, and some of the most common forms used in the foreign and money departments will be given in chapters relating to those subjects.

Only a portion of the rules and regulations of the Wells Fargo Company are reproduced but they will serve to give an insight into the methods used by the express companies in the handling of their traffic.

Wells Fargo & Company Express

RULES AND INSTRUCTIONS

Section No. 6

BELING, WAYBILLING, ACCOUNTING AND TREASURY

Instructions for Use and Guidance of

FIRST GRADE OFFICES

(WEEKLY)

B. D. CALDWELL,
President.

w York, July 1, 1914.

LABELING.

Labels form the foundation for correct receiving, waybilling, handling and delivering of shipments, information given must correspond with the actual transaction and understanding with the shipper.

1. **Colors of Labels:** The labels are of distinctive colors, to-wit:

(a) Yellow, signifying that charges have been prepaid and *no charges are to be collected from c*

(b) White, signifying that *charges are to be collected from consignee.*

(c) Green, signifying that shipments are C. O. D.

(d) Red, signifying that shipments are "In Bond."

Below are shown cuts to illustrate the labels, and beneath the cuts appear the instructions which gov

2. **Prepaid Label:** (Printed on Yellow Paper).

U-9 Wells Fargo & Co Express

No._____ From CHICAGO, ILL.

Dept. No._____ Route No._____

Express Charges on this shipment are **PREPAID**

If express charges appear as COLLECT on delivery sheet, DELIVER FREE, entering all numbers shown hereon and on the way-bill label, opposite the entry on delivery sheet.

Value	Weight	Express Charges Prepaid		
$		$		on_____Pieces

3. **Collect Label:** (Printed on White Pape

U-10 Wells Fargo & Co Express

No._____ From CHICAGO, ILL.

Dept. No._____ Tally No._____ Route No._____

COLLECT

charges at destination

on_____pieces

4. **Numbering:** Prepaid and Collect Labels should be consecutively numbered for such offices a this method of identification.

Department numbers should be assigned at designated offices on the following plan:

Receiving Clerks should be given a "Department Number" to identify shipments handled by them pers who affix labels to packages will be assigned a "Department Number" and should use labels bear number. Route numbers should be assigned to wagon routes, and labels affixed to packages by Wagonm bear such numbers to identify shipments handled by them.

5. **Prepaid and Collect Label Stamps for Money and Valuable Shipments** should be used a offices specially authorized by the Superintendent, by all Money Wagonmen, Money Receiving Clerks and ((where cashier handles money and valuable shipments) in lieu of labels for labeling this class of matter.

Money Wagonmen, designated by Route Numbers, should be furnished with label stamps bearing their

Wells Fargo & Co Express
From CHICAGO, ILL.
Express Charges on this shipment are **PREPAID**
Clerk No.....W. B. No.....
Date

Express Charges	Prepaid	TO WHOM PAID

Wells Fargo & Co Express
From CHICAGO, ILL.
COLLECT CHARGES AT DESTINATION
Clerk No..... W. B. No.....
Date

Advances To Collect	Ex. Chgs. To Collect	TOTAL COLLECTION	PAID IN PART

6. **Either a Prepaid or a Collect Label must be affixed to each piece of every shipment** (except and valuables), by Agents, Receiving Clerks or Wagonmen, at the time receipt for shipment is issued, and *presence of the shipper.* Under special arrangement, shippers may, for convenience, be supplied with th to be attached by them to shipments, in advance of call of Wagonmen.

Note.—Large consignments of perishable or produce may bear one label (prepaid or collect) for ea signment.

7. **Lot Shipments:** Agent, Receiving Clerk or Wagonman must enter on Prepaid or Collect Lab number of pieces in each lot.

8. **Shipments Paid in Part** must bear Collect Labels and the amount of such part payment should be shown on package near the address.

Free Shipments under Franks must bear Prepaid Labels showing "D. H." in Prepaid column, followed and number of Frank in space "On.....Pieces."

Value of Prepaid Shipments must be plainly shown on Prepaid Label in space provided.

Value of Collect Shipments must be plainly shown thereon near the address.

Advance charges on collect shipments must be plainly shown thereon near the address. Collect Labels used on Prepaid shipments carrying advances, and the amount of advance and prepaid charges plainly shipment near the address.

Shipments not bearing Prepaid or Collect Labels must not be billed until omission has been supplied.

C. O. D. Label (printed on green paper) must be affixed to each C. O. D. shipment, by Agent, Receiv- or Wagonman at time receipt for shipment is issued, and *in presence of shipper*, and *must be affixed in* ı *Prepaid or Collect Labels.* Under special arrangement, shippers may, for convenience, be supplied with to be affixed by them to shipments, in advance of call of Wagonmen.

lank spaces on the label *must be filled out in every case*, so that if C. O. D. envelope is short at destination, ı make a duplicate envelope from information shown on the label, thereby enabling him to make prompt proper person, of money collected.

U-11 Wells Fargo & Co Express

C. O. D.

$_____

Return charges to be paid by_____

Employe receiving must enter in above blank space amount of C. O. D., and whether shipper or consignee is to pay return charge on collection, pasting label on C. O D. shipment at time of receipt.

Name and Address of Shipper _____

_____

In Bond Label (printed on red paper) must be affixed to each piece of every shipment handled in bond.

U-12

Wells Fargo & Co Express

FOR IMMEDIATE TRANSPORTATION

IN BOND

FROM FOREIGN DEPARTMENT, CHICAGO, ILL.

DELIVER ONLY TO COLLECTOR OF CUSTOMS

At_____ **State of**_____

For_____

_____

NOTIFY CONSIGNEE TO ARRANGE FOR CLEARANCE AND DELIVERY

WARNING—Penalty for breaking Government cord and seal is five years' IMPRISONMENT OR $1,000 FINE, or both. LET GOVERNMENT OFFICIAL BREAK IT.

16. **Casting Labels** (printed
perforated) will be furnished upon a
regularly.

Agents should endeavor to have
shippers will not affix labels to ship
must do so.

Number of casting label should
if shipment consists of several casti

17. **Record by Numbers** mu
or others. All employes to whom tl
numbers of labels used. They mus
slips to be tied up separately under t

18. **A Casting Label must be**
a label should be affixed to each ca
If labels are not affixed in adv

19. **In case a Casting is Ov**
the label must be examined, and if a
of casting label, shipment must be
"D. H." on Prepaid form to "Over
Claim Agents should immediat
index of labels, and if label was affi
was affixed by an employe, his recor
name and address of consignee may

20. **Baggage not to be Defa**
similar articles, as to avoid defacing

21. **Forms of Waybills:** T

Description
Freight Waybill .....
Substitute Waybill .....
Messenger's Freight Wayb
Money Waybill .....
Valuable Freight Waybill.
Messenger's Money Wayb
In Bond Waybill .....
Debit Transfer Waybill ..
Railroad Remittance Way
Express Remittance Wayb
Car Waybill Card .....

The general arrangement of t
illustrated on next succeeding page

matter forwarded and show by what

Freight waybills:
hipments, such as automobiles, aero-
y matter, such as millinery (exceeding

rs in wooden boxes, unless such ship-
raybills.

Valuable Freight waybills:

al shipments in wooden boxes), films,

bills:
lion, jewelry, vouchers, manuscripts,
and unpaid collections, pawn tickets

re, except medicine, and all freight

n by all employes making waybills
be read at a glance. Waybills must

ust be stamped or written in the space
omissions, this must be done on the
on receipt.

Freight, Valuable Freight, Money,
orting periods.

ate. The name of the month must
w the month, date and year, should

Do not use doubtful abbreviations
(Louisiana). California should be
reason, Colorado should be written

viated on the waybill.

R. & Co.," must be waybilled with

41. **Destination or Local Address** space on the waybill must show name of town, if destination is o the point to which shipment is billed; otherwise show details of address, i. e., number and street, name of h company or individual in whose care the shipment is consigned.

This feature is particularly important for shipments destined to the larger offices; for example: within the limits of which city are several reporting offices, known by distinctive names and from each offices, matter addressed to tributary territory is delivered.

42. **Shipper** space on the waybill must show shipper's name in full and not be abbreviated.

43. **Routed Via** space must show name of transfer point and connecting Express Company, when s are waybilled to offices of other Express Companies.

44. **Article** space must show the nature of each shipment:—Pa., P.Bx., Crt., Truss, Rck., (Rack) taking other than first class rate must be specified thus: ½ Bx. Lems. (Lemons), 1g Bans. (Crate Bana I/C-10 Gal. (Ice Cream), 1 Tb. Oys. (Oysters), 1 Bbl. Fish, 1 Refgr. Meat, 1 Hamp. Beans, 3 Cans C Chix. (2 Coops of Chickens). This will enable the destination office and Accounting Department to revise the charges.

45. **Gross Weight** of each article comprising the shipment must be shown, unless otherwise sp provided. All ounce weights must be indicated by "Os."

In case of package rates based on authorized estimated weights, the estimated weights must be enter waybill, followed by the notation "Auth. Est."

When the actual weight cannot be obtained for shipments to be carried on basis of actual weight, delay to the traffic, the estimated weight must be entered thus: "80 Est. Weigh at Destn."

If the charge on a shipment protected by ice is based on the *net* weight of the shipment, plus a er centage for ice, show the weight as follows:

240 Net
60 25% Ice
—
300

If the charge is based on *gross* weight, less a certain percentage for ice, weight must be stated thus:

240 Gross
60 25% Ice
—
180

46. **Rate:** Show on the waybill, the rate per 100 pounds, or per $1,000, except on third class sh show "3rd" in rate column If shipment is destined to an office of another Express Company, show throu destination.

47. **Value:** Show value of each article as declared by the shipper. For C. O. Ds. and Collections, amount of C. O. D or Collection in "Value" column, and write "C. O. D." or "Coll." above the amount.

Manner of Showing Charges on Waybills:

(a) Where Express Charges are Collect:

Advances to Collect		Exp. Charges to Collect		TOTAL COLLECT		Paid in Part	
				1	00		

(b) Where Express Charges are Paid in Part (full charges $2.00, Paid in Part $1.00):

Advances to Collect		Exp. Charges to Collect		TOTAL COLLECT		Paid in Part	
				1	00	1	00

(c) Where there are Advances and Express Charges to Collect:

Advances to Collect		Exp. Charges to Collect		TOTAL COLLECT		Paid in Part	
1	00	1	00	2	00		

(d) Where there are Advances to Collect and Express Charges are Paid in Part (full Express Charges $2.00, Paid in Part $1.00):

Advances to Collect		Exp. Charges to Collect		TOTAL COLLECT		Paid in Part	
1	00	1	00	2	00	1	00

(e) Where there are Advances to Collect and Express Charges are fully Prepaid:

Advances to Collect		Exp. Charges to Collect		TOTAL COLLECT		Paid in Part	
1	00			1	00	1	00

(f) Where Express Charges are fully Prepaid:

EXPRESS CHARGES PREPAID		TO WHOM PAID	
1	00	176	

Charges for Value, Icing, Marine Insurance and Manifesting Fees must be shown *separately* in the column of the waybill on prepaid shipments, and in the total collect column of the waybill on collect ship- **directly** underneath the express charges, with explanatory notation opposite the amount.

When waybilling shipments of Live Stock for which contract has been executed, note on the way- **ve Stock** Contract Executed", and sign your name thereto. In case of shipments to be transferred to another **y, this** will enable Agent at transfer point to make similar notation on transfer sheet, when required to do **connecting** company.

Waybilling shipments destined to an intermediate point where there is no Express Office: When **it is** endorsed by employe who issues receipt, "Released—Put Off at Owner's Risk", and charges are prepaid, **it must** be waybilled on Prepaid form to first salaried Express Office beyond place of delivery, with notation **bill, "Released—Put Off at Owner's Risk".** If shipment is not endorsed, it must be waybilled to most **nt Express** Office from which delivery can be made.

(g) After shipments for account of contract lines have been waybilled, enter complete waybill re duplicate receipts, Form 703, showing in the Prepaid column, the notation, "D. H.", or amount of prep as the case may be.

After the waybills have been abstracted, duplicate receipts must be fastened together and en Abstracts, etc., in envelope Form 886, addressed to Auditor of Express Receipts. (See rule 115.)

(h) On shipments destined to an office of another Express Company, on which prepaid charges waybilled (as illustrated in paragraph (a)), Agents must obtain credit by reporting on Form 517, Mi Credits, under heading of "Shipments for Contract Lines" (see page 68), accompanied by copies of wa

54. **Waybilling Shipments under Frank:**

(a) A shipment destined to an office of this Company must be waybilled to destination on Pre showing "D. H." in Prepaid column, and initial and number of frank or other authority in "To Whom Pai as follows:

EXPRESS CHARGES PREPAID		TO WHOM PAID	
D.	H.	U-1221	

(b) A shipment destined to an office of another Express Company, when shipper is holder of this frank only, and charges of other Company are to be collected at destination: Waybill on Prepaid form point, via route which will give shipper most advantageous rate from transfer point to destination, showi per illustration under paragraph (a).

(c) A shipment destined to an office of another Express Company, when shipper is holder of this frank only, and desires to prepay other Company's charges, waybill on Prepaid form to destination, via r will give shipper most advantageous rate from transfer point to destination, showing charges of the oth Company in "Prepaid" column on basis of the proportion of the through rate, which the local rate o Company bears to the sum of local rates of both Companies, as follows:

EXPRESS CHARGES PREPAID		TO WHOM PAID	
1	00	Adam's	Prop. Through Chgs
D. H.		W. F. & Co Prop. Frank U-1221	

If it is impossible to determine the other Company's proportion of the through rate, waybill to on Prepaid form, showing full charges from origin to destination in the "Prepaid" column, and collect from shipper, with the understanding that as soon as Wells Fargo & Company's proportion of through be ascertained, the amount will be refunded on Form 512, Agent's Deduction Voucher.

(d) A shipment destined to an office of another Express Company, when shipper is holder of fra Companies: Waybill on Prepaid form to destination, showing "D. H." in Prepaid column, and initials a of franks or other authority, also name of each Company, in "To Whom Paid" column, as follows:

EXPRESS CHARGES PREPAID		TO WHOM PAID	
D.	H	WF-L1894 AD-U1376	

55. **Waybilling Wells Fargo "Company" Shipments:** When it is necessary to waybill Com ness, use Prepaid form, showing "D. H." in the Prepaid column, and notation, "Co. B." in "To Whom Pai

Express Remittances to the Treasurer or depository must not be waybilled on regular form of waybil must take receipt in Form 700, Shipper's Receipt Book, and Messenger will enter on Form 840, Express Waybill. This will not apply to those offices authorized to remit by draft, as such remittances must be by U. S. mail.

REVISION OF CHARGES ON PREPAID WAYBILLS AT FORWARDING OFFICES.

Forwarding office must revise charges on all prepaid waybills. Refund of overcharges and over- is and collection of undercharges and undercollections must be made within 24 hours after shipments are d.

Overcharges:

Cash Items: If a Prepaid waybill shows an overcharge (difference between billed and correct prepaid Agent must refund the amount to shipper on Form 512, Agent's Deduction Voucher, taking receipt thereon.

Credit Accounts: If a Prepaid waybill shows an overcharge (difference between billed and correct harge), Agent must revise shipper's prepaid ticket to proper charge, and issue Form 512, Agent's Deduction in his name for the amount, with notation, "Prepaid ticket corrected before collection."

Overcollections: If the amount collected is in excess of prepaid charges as billed, Agent must enter amount spense Record and refund to shipper on Form 522, "Refund of Overcollection," taking receipt thereon. e amount cannot be refunded at the expiration of 90 days, clear the item from the Suspense Record and Form 518, Miscellaneous Debits, under heading of "Overcollections."

Undercharges:

Cash Items: If a prepaid waybill shows an undercharge (difference between billed and correct prepaid amount must be entered in the Suspense Record awaiting a Debit Transfer waybill, and additional charges from the shipper.
; is impossible to make collection of the undercharge after exhausting all reasonable effort, prepare Form nt's Deduction Voucher, to cover the amount, with notation, "Uncollectible Charges," and submit *with all* xplaining what efforts have been exerted) to Superintendent for approval.
Debit Transfer waybill is not received at the expiration of 90 days, clear the item from the Suspense Record le on Form 518, Miscellaneous Debits, under heading of "Express Revenue—Undercharges".
n undercharge is being carried as an uncollectible item due from shipper, and at the same time, it is being n the Suspense Record awaiting a Debit Transfer waybill, the items cannot be cleared from the accounts ting one another; they must be treated separately.

Credit Accounts: If a Prepaid waybill shows an undercharge (difference between billed and correct charge), the amount must be entered in the Suspense Record awaiting a Debit Transfer waybill, and ship- paid ticket revised to proper charge.
a Debit Transfer waybill is not received at expiration of 90 days, clear the item from the Suspense Record le on Form 518, Miscellaneous Debits, under heading of "Express Revenue—Undercharges."

Undercollections: If the amount collected is not sufficient to cover prepaid charges as billed, additional must be collected from the shipper.
t is impossible to make the collection after exhausting all reasonable effort, prepare Form 512, Agent's on Voucher to cover the amount, with notation, "Uncollectible Charges", and submit *with all papers* ing what efforts have been exerted) to Superintendent for approval.

TREATMENT AT FORWARDING OFFICES OF ERRORS IN BILLING.

Office copies of waybills must not be altered, nor should corrected waybills be issued after original have gone forward with the shipments. Waybills must be reported on the Abstracts as billed. Errors g must be adjusted as follows:

Prepaid Shipments Billed Collect:

Notify destination office immediately to deliver shipment *without collection of charges* and enter the in the Suspense Record awaiting a Debit Transfer waybill from destination office or transfer point.
Debit Transfer waybill is not received at the expiration of 90 days, clear the item from the Suspense Record le on Form 518, Miscellaneous Debits, under heading of "Unrefundable Overcharges".

If the error is not discovered at Forwarding office and a Debit Transfer waybill is received with transcript Marks, etc., the Debit Transfer waybill must be reported and the amount collected from the shipper.
t is impossible to make collection of the charges, after exhausting all reasonable effort, Forwarding office pare Form 512, Agent's Deduction Voucher to cover the amount, with notation, "Uncollectible Charges," mit *with all papers* (explaining what efforts have been exerted) to Superintendent for approval.

63. **Collect Shipments Billed Prepaid:** Notify destination office to deliver shipment with *charges*, and issue a Debit Transfer waybill immediately. If the error occurs on a shipment waybilled of another Express Company, Debit Transfer waybill must be made to the transfer point.

64. **Overcharges in Advances:** Notify destination office to deliver shipment with collect *advances*, and enter the amount of the overcharge in the Suspense Record awaiting a Debit Transfer destination office or transfer point.

If a Debit Transfer waybill is not received at the expiration of 90 days, clear the item from the Sus and settle on Form 518, Miscellaneous Debits, under heading of "Unrefundable Advances."

65. **Undercharges in Advances:** Notify destination office to deliver shipment *with collecti advances*, and issue a Debit Transfer waybill immediately. If the error occurs on a shipment way office of another Express Company, Debit Transfer waybill must be made to the Transfer point.

66. **Advances Omitted:** Notify destination office to deliver shipment *with collection of advan* a Debit Transfer waybill immediately. If the error occurs on a shipment waybilled to an office of ano Company, Debit Transfer waybill must be made to the transfer point.

67 **Duplicate Billing:** If both waybills have gone forward with the shipment, Forwardin report both waybills on the Abstract with explanatory note and notify destination office of the error i

Forwarding office must cancel advances on duplicate waybill by entering the amount in the Susp and, at the expiration of 90 days, clear the item therefrom, and settle on Form 518, Miscellaneous D heading of "Express Revenue-Duplicate Billing."

Forwarding office must cancel prepaid charges on duplicate waybill by preparing Form 512, Agent' Voucher, and attaching thereto, copies of the original and duplicate waybills.

DEFINITION OF WAYBILL TERMS.

68. **Local Waybills—State Business:** If a waybill is destined to an office of Wells Fargo an and shipment is hauled wholly within the originating state, it is designated as a Local-State waybill

69. **Local Waybills—Interstate Business:** If a waybill is destined to an office of Wells Fargo and shipment passes out of the originating state, it is designated as a Local-Interstate waybill.

70. **Interline Waybills—State Business:** If a waybill is destined to an office of another E pany, and shipment is hauled wholly within originating state, it is designated as an Interline-State w

71. **Interline Waybills—Interstate Business:** If a waybill is destined to an office of ano Company, and shipment passes out of originating state, it is designated as an Interline-Interstate w

EXPENSES FOR FEEDING, ETC., INCURRED ON SHIPMENTS IN TRANSIT.

When a Messenger is required to expend cash for the feeding of animals in his charge, he will prepare a waybill, entering the amount in the "Advances to Collect" and "Total Collect" columns. Waybill must be the same destination as the waybill covering the shipment, and must bear notation:

"Feeding Charges on shipment covered by waybill from.....
Waybill Number..... Date .....19__."

he waybill label on the shipment and the waybill covering must bear the following notation:

"Feeding charges of $.....paid by Messenger .....
covered by Messenger's Waybill No. ..... Dated .....19__."

he waybill covering the feeding charges must be securely attached to the waybill covering the shipment.

ote: Agents at transfer points will handle in the same manner.

WHEN SUBSTITUTE WAYBILLS MUST BE MADE FOR SHIPMENTS IN TRANSIT.

substitute waybill must be made when a shipment is not accompanied by a waybill. The effect of the sub-waybill is to reproduce the original waybill in every detail, therefore, the utmost care must be used to tran-the information from the waybill label correctly. The color of the label, lot label or waybill label on the will govern in the preparation of a prepaid or collect substitute waybill.

Substitute Waybills for Shipments Over with Waybill Label:

When a shipment (including an entire lot shipment) is over without a waybill, and bears a waybill substitute waybill, with charges, and showing full information in every detail, must be prepared from bill label.

When part of a lot shipment is over without a waybill, and bears a waybill label, a substitute waybill, arges, must be prepared from the waybill label. The substitute waybill must show full information in tail and bear notation, *"Part Lot Short.....Pieces."*

Substitute Waybills for Shipments Over without Waybill Label:

When a part lot shipment is over without a waybill, and does not bear a waybill label, but lot labels show e to the Express Company, Forwarding office, Waybill Number, Date, etc., a substitute waybill, without , and showing full information, with notation, *"Part Lot Over,"* must be made from the lot label. the lot label on the shipment does not show waybill number and date, the notation *"Over"* must be made

When a shipment is over without a waybill, and does not bear a waybill label, but bears a prepaid or label, a substitute waybill, without charges, and showing full information, with notation, *"Over,"* must ared from the label.

When a shipment without a waybill, is over without a waybill label, and does not bear a prepaid or col-el, but bears evidence that charges must be collected at destination, a collect substitute waybill, without , must be made; or if it bears shipper's paid marks, a prepaid substitute waybill, without charges, must be d; or if it does not bear any marks to indicate whether prepaid or collect, a prepaid substitute waybill, with-rges, must be prepared. In each case the substitute waybill must bear notation, *"Over."*

Substitute Waybills to be Made for Shipments Waybilled to Wrong Office: Messenger discovering r will make a substitute waybill to the correct destination, showing full information given by the regular , and notation will be made on regular waybill, reading, "Sent to ..... on substitute way-Shipment will go forward with substitute waybill. Regular waybill will go forward to destination shown .

Substitute Waybills Must not be Abstracted: It will not be necessary to prepare an Abstract for ute waybills issued.

SUBSTITUTE WAYBILL LABELS.

94. **Separate Forms of Substitute Waybill Labels:** Separate forms of Waybill Labels for Prepaid and Form No. 281 for Collect) have been furnished, which should be filled out from t affixed to shipments by Messengers or Agents in all cases where shipments *are accompanied by* r *but found to be without Waybill Labels*, in order that proper delivery may be made and in order that bill and shipment subsequently become separated, a substitute waybill may properly be made.

FAILURES TO APPLY WAYBILL LABELS.

95. **Reports of Failures to Apply Waybill Labels:** Messengers, Transfer Clerks and empl tion offices should make report to their Superintendent on Form No. 455, "Report of Failure to Label," of all cases of failure of forwarding offices to affix Waybill Labels to packages in accordance structions. *Superintendents will apply corrective measures in these cases.*

SHIPMENTS RECEIVED AT DESTINATION OFFICES.

96. **Checking Shipments Against Waybills:** Immediately upon receipt of shipments office, they must be checked against the waybills, and any indication of shortage, damage, etc., m noted thereon.

97. **Treatment of Shipments Reaching Destination Office Improperly Labeled or**

(a) If a shipment bears either a Waybill Label, Prepaid Label or Collect Label, delivery m "Prepaid" or "Collect," according to the label; if a shipment reaches destination without any whatever, the following action must be taken:

First: If shipment is accompanied by a Regular Waybill, make a Substitute Waybill Label (lect, according to Waybill), affix to the shipment and make delivery accordingly.

Second: If shipment is not accompanied by a Regular waybill, ascertain from consignee, if p charges are Prepaid or Collect, and make delivery accordingly; if shipment bears shipper's evidn prepay, it must be delivered without collection of charges.

Third: If information as to whether shipment is "Prepaid" or "Collect" cannot be positively accordance with the instructions in the two preceding paragraphs, *the shipment must be delivered tion of any charges*, with the understanding with consignee that charges will be paid as soon as it following investigation, that the charges were not prepaid.

(b) If shipment bears a Waybill Label and a Prepaid or Collect Label which do not agree as to w were "Prepaid" or "Collect," the information conveyed by the *Prepaid or Collect Label must gove* ment of the charges and delivery of the shipment.

(c) In the case of consignments of perishable or produce, Forwarding agents are instructed to one of the packages included in the consignment, a Waybill Label and Prepaid or Collect Label, and of any of these the destination agent will be governed by rules 101, 102, 103, 104, 107, 108 or 109.

(d) In the case of Free shipments under Franks or other authority, the Prepaid Label, or the r package of number of Frank or other authority, must govern in their delivery *free of charges*, regardless in which they may have been waybilled; if a Collect waybill is received for such shipments, it must b charges "ringed," supported by notation thereon of number of Frank or transcript of other authority of shipper, if shown on the package; if shipments are received with D. H. Prepaid Waybills, but p bear Prepaid Label or Dead Head Notation, delivery must be made *free of charges*.

Reports should be made to Superintendent with copy of waybill of each instance in which there whether shipments are being properly made under Franks.

(e) In the event of a shipment being marked "C. O. D.," *amount must be collected before delive* ment, regardless of the treatment of express charges.

The following detailed instructions will govern in the treatment of shipments reaching destination improperly labeled or waybilled:

M	WITH	WITHOUT	TREATMENT
	Prepaid Waybill.....	Prepaid Waybill Label..... Prepaid Label.....	Make Prepaid Substitute Waybill Label from Waybill, affix to shipment, and deliver free of charges.
	Collect Waybill.....	Collect Waybill Label..... Collect Label.....	Make Collect Substitute Waybill Label from Waybill, affix to shipment, and deliver with charges.
	Prepaid Waybill..... Prepaid Waybill Label....	Prepaid Label.....	Deliver shipment free of charges.
	Collect Waybill..... Collect Waybill Label.....	Collect Label.....	Deliver shipment with collection of charges.
	Prepaid Waybill..... Prepaid Label.....	Prepaid Waybill Label....	Deliver shipment free of charges. Substitute Waybill Label need not be affixed.
)	Collect Waybill..... Collect Label.....	Collect Waybill Label.....	Deliver shipment with collection of charges. Substitute Waybill Label need not be affixed.
	Prepaid Waybill..... Prepaid Waybill Label.... *Collect Label*.....	.....	Cancel incorrect Prepaid Waybill Label on shipment and deliver with collection of charges. (See Rule 120.)
)	Collect Waybill..... Collect Waybill Label..... *Prepaid Label*.....	.....	Cancel incorrect Collect Waybill Label on shipment and deliver free of charges. (See Rule 119.)
)	Prepaid Waybill Label.... Prepaid Label.....	Prepaid Waybill.....	Deliver shipment free of charges. (See Rule 99-b.)
)	Collect Waybill Label..... Collect Label.....	Collect Waybill.....	Deliver shipment with collection of charges. (See Rule 99-b.)
)	Prepaid Waybill Label ...	Prepaid Waybill..... Prepaid Label.....	Deliver shipment free of charges. (See Rule 99-b.)
)	Collect Waybill Label.....	Collect Waybill..... Collect Label.....	Deliver shipment with collection of charges. (See Rule 99-b.)
)	Prepaid Label....	Prepaid Waybill..... Prepaid Waybill Label....	Deliver shipment free of charges. (See Rule 108.)
)	Collect Label.....	Collect Waybill..... Collect Waybill Label.....	Deliver shipment with collection of charges. (See Rule 107.)
)	Substitute Waybill marked "Over".....	Waybill Label..... Prepaid Label..... Collect Label.....	Apply Rule 109.
)	....	Waybill..... Waybill Label..... Prepaid Label..... Collect Label.....	Apply Rule 109.
)	The foregoing instructions will also apply in all respects to complete Lot Shipments, except that where Lot Shipment Labels are attached, but other labels or the waybill are absent, the Lot Shipment Label (Prepaid or Collect) will govern in the preparation of Substitute Waybill to be marked "Part Lot Over," and in the delivery to consignee and treatment of the charges.		

SHIPMENTS CHECKING "SHORT" AT DESTINATION OFFICES.

98. **Shipments Checking Short on Collect or Prepaid Waybill;** The following instructions ap shipment, or *an entire lot shipment*, checking short on a regular or substitute collect or prepaid waybill.

(a) Pieces, weight and all charges must be "ringed." Waybill, either regular or substitute, must until end of the reporting period, or if waybill is not received until five days prior to close of the period, it m held until close of the following period, for the purpose of matching regular with substitute waybill on whic ment may be subsequently received, and in order to bring the waybills together on the same Statem

(b) At common points with other Express Companies, it must be ascertained whether shipment h received by one of the other Companies represented; and if it has, pieces, weight and all charges on the must be "ringed," notation made, "Over to ..... Express Company," and reported on " Statement with all charges "ringed."

(c) If regular waybill is received after shipment has been delivered and charges have been accoun on a substitute waybill, pieces, weight and all charges must be "ringed," notation made, "Charges settled stitute waybill ....., 19...," and reported on "Short" Statement with all charges "ring

(d) If substitute waybill is received after shipment has been delivered and charges have been accoun on the regular waybill, pieces, weight and all charges must be "ringed," notation made, "Charges settled on waybill ....., 19...," and reported on "Short" Statement with all charges "ring

(e) If the shipment is not received at the expiration of the time stated in paragraph (a), waybill reported on "Short" Statement with all charges "ringed." as illustrated on page 33.

"SHORT" SHIPMENTS RECEIVED AT DESTINATION OFFICES.

99. **Shipments Checking Short on Collect or Prepaid Waybill, Subsequently Received:** shipment, *or an entire lot shipment* checked short on a regular collect or prepaid waybill, and also on a su waybill covering the same shipment, and is subsequently received, the following instructions will apply:

(a) If a shipment, or an entire lot shipment, previously short, is received on a collect or prepaid su waybill, it must be treated in the same manner as if it were the regular waybill, by revising the charges as in in rules 124 and 125, and reporting on Statement with charges.

(b) If the shipment is received without a substitute waybill, prepare one from the information show waybill label affixed to the shipment, and handle as instructed in paragraph (a).

(c) If the regular, or the regular and another substitute waybill are being held, pieces, weight and all on both waybills must be "ringed," and notation made on each, reading, "Charges settled on substitute ....., 19...." The regular and substitute waybill must be pinned (not pasted) to the tute waybill on which the shipment was received, all waybills to be reported together on the Statement, as ill on lines 7 and 8 page 35; regular and first substitute to be reported with notation, "Short," and all charges substitute on which shipment was received to be reported with charges.

SHIPMENTS CHECKING "PART SHORT" AT DESTINATION OFFICES.

ıe following instructions apply to a lot shipment checking part short on a regular waybill; or if the shipment entirely short on the regular waybill and then checks part short on the substitute waybill made en route the entire shipment:

1. **Lot Shipment Checking Part Short on Collect Waybill:** Correct the collect waybill to show the ınd number of pieces received, make notation, "*Part Lot Short* ..... *Pieces,*" revise the charges of actual proportion of aggregated weight, and so report on Statement.

2. **Lot Shipment Checking Part Short on Prepaid Waybill:**

When the package bearing Prepaid Waybill Label is among the packages received: Correct prepaid way- how weight and number of pieces received, make notation, "*Part Lot Short* .....*Pieces,*" ıot alter the charges, as the waybill must be revised in the same manner as if the entire shipment had been . Report waybill on Statement with prepaid charges entered in Prepaid column, and if carries an "Add Undercharge," this amount must be entered in Total Collect Column.

ıe part checking short should be subsequently received on a prepaid substitute waybill *without charges,* rom lot label), and bearing notation, "*Part Lot Over.*"

When the package bearing Prepaid Waybill Label is not among the packages received: Weight, pieces and on prepaid waybill must be "ringed" and treated in the same manner as if the entire shipment had been Vaybill must be reported on "Short" Statement with charges "ringed," as illustrated on page 33. Make a substitute waybill from the information on regular waybill, showing weight and number of pieces received, prepaid column blank, and make notation "*Part Lot Over.*" Substitute waybill covering the part lot must ted on Statement with notation, "*Part Lot Over.*"

ıe part checking short should be subsequently received on a prepaid substitute waybill, *with charges* (made ybill label), and bearing notation, "*Part Lot Short.*"

"PART SHORT" SHIPMENTS RECEIVED AT DESTINATION OFFICES.

ıe following instructions apply when part of a lot shipment is received which previously checked short on r waybill, or a substitute waybill covering the entire shipment:

3. **Lot Shipment Checking Part Short on Collect Waybill, subsequently Received:**

) If a part lot is received on a collect substitute waybill marked "*Part Lot Over*" which shows reference egular waybill: Show weight and refer to original waybill in order that charges can be entered in Total column on basis of actual proportion of aggregated weight of the entire shipment.

) If a part lot is received on a collect substitute waybill marked "Over" which does *not* show reference to lar waybill: If regular waybill reference can be determined, enter this information on the substitute waybill, ıotation to read "*Part Lot Over,*" show weight of shipment and enter charges in Total Collect column based ıl proportion of aggregated weight of the entire shipment. If regular waybill on which the shipment checked rt cannot be determined, it must be treated as an "Over" shipment.

) If a part lot is received at destination without a collect substitute waybill, prepare one, and handle as in paragraphs (a) and (b).

4. **Lot Shipment Checking Part Short on Prepaid Waybill, subsequently Received:**

) If a part lot is received on a prepaid substitute waybill marked "*Part Lot Over,*" which shows reference egular waybill: Enter weight of the shipment but do not show charges in prepaid column.

) If a part lot is received on a prepaid substitute waybill marked "Over" which does not show reference egular waybill: If regular waybill reference can be determined, enter this information on the substitute change notation to read "*Part Lot Over,*" show weight, but do not enter charges in the prepaid column. regular waybill on which the shipment checked part short cannot be determined, it must be treated as an shipment.

(c) If a part lot is received at destination without a prepaid substitute waybill, prepare one, as as outlined in paragraphs (a) and (b).

Note.—The waybill label on the package governs the notations to be made on the waybill accompa shipment. In some cases, parts of a lot shipment will be received on a substitute waybill without charge "*Part Lot Over*," and the balance of the shipment will be subsequently received on the regular waybill wit marked "*Part Lot Short*," or vice versa.

RELIEF FOR PART OF CHARGES REPORTED IN ERROR, ON WAYBILLS COVERING SHIPMENTS CHECKING PART SHORT

105. **Relief for Part of Charges reported at the full amount in error, on Waybills covering Shi checking Part Short:** If a waybill covering a shipment checking part short has been reported on St with full charges covering the entire shipment, and should have been reported with charges covering th number of pieces received, obtain relief for the amount by preparing Form 512, Agent's Deduction Vou

"OVER" SHIPMENTS RECEIVED AT DESTINATION OFFICES.

106. **Definition and Treatment of an Over Shipment:** An "*Over*" shipment is one reaching de without a regular or substitute waybill, or with a substitute waybill marked "*Over*" which does not give a reference to the regular waybill, marked or labeled as follows:

	With Collect Label	Rule 107,
or	With Prepaid Label	" 108,
"	With Shipper's Collect Marks	" 107,
"	With Shipper's Paid Marks	" 108,
"	With Collect Lot Label, W. B. Reference and Date Missing	" 107,
"	With Prepaid Lot Label, W. B. Reference and Date Missing	" 108,
"	Without Labels or Marks of any kind	" 109,

and then only when it cannot be determined whether shipment was short or part short on a waybill which held, or has been reported.

107. **Shipment Over, Marks indicating Charges are Collect:** Prepare a collect substitute wa none arrives with the shipment, enter charges from point of origin to destination in Total Collect Colum notation "*Over*" across the face and so report on Statement.

108. **Shipment Over, Marks indicating Charges are Prepaid:** Prepare a prepaid substitute wa none arrives with the shipment, enter charges from point of origin to destination in "Add Undercharge" c leaving prepaid column "blank," make notation "*Over*" across the face and report on Statement in Total column.

Make a complete transcript of the paid marks, prepaid label or prepaid lot label on the form provid possible, obtain the marks if it will not inconvenience the consignee, and issue a Debit Transfer Waybill Forwarding office, or to transfer point, if an Interline shipment.

109. **Shipment Over, No Marks to indicate whether Charges are Collect or Prepaid:** Pr prepaid substitute waybill, if none arrives with the shipment, entering charges from point of origin to des in "Add Undercharge" column, leaving prepaid column "blank," make notation "*Over*" across the face and on Statement in Total Collect column.

If consignee advises that charges should be prepaid, deliver shipment without collection of charges and a Debit Transfer waybill to the Forwarding office, or to transfer point, if an Interline shipment.

If consignee is unable to state whether shipment should be prepaid or collect, deliver without collect charges, with the understanding with consignee that charges will be paid if it is ascertained that they are paid. Destination office must carry the amount as an unadjusted item until authorised by Forwarding o issue a Debit Transfer waybill, or advised that shipment should be collect.

F FOR CHARGES ADDED TO PREPAID "OVER" WAYBILLS AT DESTINATION OFFICES.

l. Relief for Charges added to Prepaid "Over" Waybills, Shipments being covered by Regular l Waybills: When a Forwarding office receives a Debit Transfer waybill from a destination office covering ount of an "Add Undercharge" entered on a Prepaid *"Over"* waybill, and Forwarding Agent can show e to regular Prepaid waybill covering the shipment, Forwarding Agent will relieve his account of the amount Debit Transfer waybill, by preparing Form 512, Agent's Deduction Voucher against the original Prepaid , showing full reference to same and attaching copy.

ı such cases, where an "Add Undercharge" is entered on an Interline Prepaid *"Over"* waybill, and Agent ther Company returns a copy of the regular Prepaid waybill under expense, Agent at Transfer point will his account of the amount paid to the connecting company, by preparing Form 512, Agent's Deduction r against the Prepaid *"Over"* waybill, showing full reference to same, and attach copy of original prepaid

U. S. GOVERNMENT SHIPMENTS
RECEIVED AT DESTINATION OFFICES WITH CHARGES COLLECT.

l. **Revisions, Deliveries and Credits for charges on U. S. Government Shipments:**

) Collect waybills covering shipments forwarded by the U. S. Government under Government Bill of to officials or others, must be revised in the same manner as waybills covering commercial shipments, showing from point of origin to destination.

) Deliver shipments without collection of charges, and in lieu thereof, *require a properly accomplished overnment Bill of Lading.*

) To obtain credit for the charges reported on Statement, enter the amount on Form 517, Miscellaneous , under heading of "Government Bills of Lading," attaching thereto the Bill of Lading and a copy of bill.

) When delivering a corpse, perishable matter, etc., and consignee is unable to surrender Bill of Lading, elivery without collection of charges and secure written acknowledgment on "Consignee's Receipt," with erstanding that consignee will communicate with the proper official and obtain a Bill of Lading. Amount ı carried in "Accounts Collectible" until a properly accomplished Bill of Lading is received from consignee.

SHIPMENTS RECEIVED AT DESTINATION OFFICES
OR RAILROAD CONTRACT LINES AND WESTERN UNION TELEGRAPH COMPANY.

press charges must not be collected on a shipment consigned to a Railroad Contract Line, or the Western Union ph Company.

l. **Shipments waybilled from Offices of this Company with Charges Collect in Error:** The weight, of pieces and charges on a waybill covering a shipment for a contract line's account, waybilled with charges t" in error, must be "ringed," and bear notation "For Account of..... R. R.....Department." eliver shipment without collection of charges, and obtain receipt on Form 469, Consignee's Receipt, showing e waybill reference, shipment or invoice number, and names of railroad, officer and department for whose , the shipment is made, showing "D.H." in the space for charges. Report waybill on Statement with ı, "Contract Line."

l. **Shipments waybilled from Offices of other Express Companies with Charges Collect:** A ship- r a contract line's account, waybilled from an office of another Express Company with charges "Collect," e revised in the same manner as a regular waybill. Deliver shipment without collection of charges, and receipt on Form 469, Consignee's Receipt, showing complete waybill reference, shipment or invoice number nes of railroad, officer and department for whose account the shipment is made, showing amount of charges . Report waybill on Statement with charges entered in the proper columns.

o obtain credit for the charges reported on Statement, enter the amount on Form 517, Miscellaneous Credits, he heading of "Shipments for Contract Lines," and attach a copy of the waybill.

FRANK SHIPMENTS RECEIVED AT DESTINATION OFFICES WITH CHARG

116. Frank Shipments waybilled from Offices of this Company with Charges C

(a) Express charges on the waybill must be "ringed" and shipment delivered without c Waybill must show names of shipper and consignee, initial and number of frank, and be rep with notation "Frank,"

(b) If waybill carries advances and consignee is the holder of this Company's frank on on the waybill must be "ringed," advances entered in Total Collect column, and shipment deli of advances only. Waybill must bear names of shipper and consignee, initial and number of fr on Statement with notation, "Frank," showing Advances and Total Collect in the proper col

(c) If waybill carries advances which represent express charges of connecting Compa the holder of franks of both Companies: Express charges on the waybill must be "ringed," Total Collect column, and shipment delivered without collection of charges. Waybill must s per and consignee, initials and numbers of franks of both Companies, and be reported on St tion, "Frank," showing Advances and Total Collect in the proper columns,

To obtain credit for the charges reported on Statement, issue a Debit Transfer waybill giving complete information, in order that the amount of advances can be collected from the c

Note.—When charges are cancelled account of a sticker frank, it must be pasted on the

117. Frank Shipments Way-billed from Offices of other Express Companies with

(a) If shipment is waybilled with charges collect from origin to destination, and consig this Company's frank only: Correct the waybill to show the charges of the other Company fr transfer point, based on the proportion of the through rate, which the local rate of the other C sum of the local rates of both Companies.

If it is impossible to determine the other Company's proportion of the through rate, s from point of origin to destination, and collect full charges from the consignee, with the unders as Wells Fargo & Company's proportion of through charges can be ascertained, the amount Form 512, Agent's Deduction Voucher.

Report waybill on Statement, with notation, "Frank," showing express charges in Total

TREATMENT AT DESTINATION OFFICES OF ERRORS IN BILLING.

dvances and Prepaid charges on waybills received, must not be altered. Such waybills must be reported on tement as billed. Errors in billing made by the Forwarding office must be adjusted as follows:

). Prepaid Shipments Billed Collect:

a) Deliver shipment *without collection of charges.* Make a complete copy of paid marks or prepaid label n 554, Transcript of Paid Mark, or obtain marks, providing it will not inconvenience the consignee, and issue Transfer waybill to Forwarding office, or to transfer point, if shipment is covered by an Interline waybill.

b) If the error is not discovered at destination, and advice is received from Forwarding office after shipment n delivered with collection of charges, *Agent must make refund,* taking consignee's receipt for the amount, ue a Debit Transfer waybill to Forwarding office, or to transfer point.

f the amount cannot be refunded to the consignee, Forwarding office must be notified.

0. Collect Shipments Billed Prepaid:

a) Deliver shipment *with collection of charges* and enter the amount in the Suspense Record. Notify ding office of the error in billing and give authority to issue a Debit Transfer waybill.

f a Debit Transfer waybill is not received at the expiration of 90 days, clear the item from the Suspense Record tle on Form 518, Miscellaneous Debits, under heading of "Unrefundable Overcharges."

b) If the error is not discovered at destination and a Debit Transfer waybill is received after the shipment n delivered without collection of charges, the Debit Transfer waybill must be reported and the amount col- from the consignee.

f it is impossible to make collection of the charges after exhausting all reasonable effort, destination office repare Form 512, Agent's Deduction Voucher to cover the amount, with notation, "Uncollectible Charges," bmit *with all papers* (explaining what efforts have been exerted) to Superintendent for approval.

11. Overcharges in Advances:

a) Deliver shipment *with collection of correct advances,* but do not alter the waybill. Issue a Debit Transfer to Forwarding office, or to transfer point, if shipment is covered by an Interline waybill.

b) If the error is not discovered at destination, and advice is received from Forwarding office after the ship- ns been delivered with collection of advances as billed, *Agent must make refund,* taking consignee's receipt amount, and issue a Debit Transfer waybill to Forwarding office or to transfer point.

the amount cannot be refunded to the consignee, Forwarding office must be notified.

12. Undercharges in Advances:

a) Deliver shipment *with collection of correct advances,* and enter the amount of the undercharge in the se Record. Notify Forwarding office of the error in billing and give authority to issue a Debit Transfer

a Debit Transfer waybill is not received at the expiration of 90 days, clear the item from the Suspense and settle on Form 518, Miscellaneous Debits, under heading of "Unrefundable Advances."

b) If the error is not discovered at destination and a Debit Transfer waybill is received after the shipment n delivered with collection of advances as billed, the Debit Transfer waybill must be reported, and the amount d from the consignee.

f it is impossible to make collection of the undercharge in advances after exhausting all reasonable effort. tion office must prepare Form 512, Agent's Deduction Voucher to cover the amount, with notation, "Uncol- Charges," and submit *with all papers* (explaining what efforts have been exerted) to Superintendent for al.

123. **Advances Omitted:**

(a) Deliver shipment *with collection of advances*, and enter the amount in the Suspense Re Forwarding Office of the error in billing, and give authority to issue a Debit Transfer waybill.

If a Debit Transfer waybill is not received at the expiration of 90 days, clear the item from the Su and settle on Form 518, Miscellaneous Debits, under heading of "Unrefundable Advances."

(b) If the error is not discovered at destination and a Debit Transfer waybill is received after has been delivered without collection of advances, the Debit Transfer waybill must be reported an collected from the consignee.

If it is impossible to make collection of the advances omitted, after exhausting all reasonable effo office must prepare Form 512, Agent's Deduction Voucher to cover the amount, with notation, ' Charges," and submit *with all papers* (explaining what efforts have been exerted) to Superintendent

REVISION OF CHARGES ON WAYBILLS AT DESTINATION OFFICES.

124. **Prepaid Waybills**, either regular or substitute, must be revised immediately upon recei *figures must not be altered.* Do not revise Waybill Labels. *Deliver shipments free of charges.*

(a) *Undercharges* must be entered in the "Add Undercharge" column on waybill, as follows:

Article	Weight	Shipper					
Pa	16	E. L. Reddersen					
		Routing Via					
		Express Charges	PREPAID	To which paid	Prepaid Beyond		Add Undercharge
			70	176			26
Rate $ 4.95	Value $ 15.00						

Undercharges must be settled on Statement in "Total to Collect" column, and Debit Transfer to Forwarding office, or to transfer point, if shipment is covered by an Interline waybill.

(b) *Overcharges* must be entered in space in lower left hand portion of waybill, reading "Ferw notified of Overcharge of $.....," and advice sent to Forwarding Agent for the purpose of m to shipper.

Destination office must not make the refund to consignee unless authorised by Forwarding Ag case, Form 512, Agent's Deduction Voucher must be issued, taking receipt thereon.

125. **Collect Waybills**, either regular or substitute, must be *revised before collection is made*, a line through the erroneous charges, and showing correct charges beneath, as shown in the following

Article	Weight	Shipper					
Pa	24	J. Smith & Co.					
		Routing Via					
		Advances to Collect	Exp. Charges to Collect	TOTAL COLLECT		Paid in Part	
				~~1 10~~			
Rate $ 4.95	Value $ 50.00			1 34			

Similar revision must be made of the Waybill Label on the package, upon which the following r impression or endorsement must be shown:

"Total Collect Revised to $.....

....."

Revising Clerk.

Collect waybills must be reported on Statement as revised.

DELIVERY OF SHIPMENTS AT DESTINATION OFFICES.

128. Receipt to be taken on Delivery Record:

(a) All offices, excepting those authorised to use Delivery Sheets, must enter collect and prepaid shipments (after they have been checked and waybills have been properly revised) in Form 719, Delivery Receipt Book, showing complete waybill reference, charges, notations, etc., and take consignee's receipt therein when delivery is made.

Waybills covering shipments checking part short must be entered with the original weight and number of pieces "ringed," and directly underneath, show weight and number of pieces received. When shipments are entirely short, waybills must be entered showing weight, number of pieces and all charges "ringed." This will facilitate matching short and part short shipments subsequently received.

(b) Offices maintaining delivery service and such offices as may be authorised, must enter collect and prepaid shipments (after they have been checked and waybills have been properly revised) on Delivery Sheets, showing complete waybill reference, charges, etc., and take consignee's receipt thereon when delivery is made.

When shipments are part short, waybills must be entered on Delivery Sheets with the original weight and number of pieces "ringed," and directly underneath, show weight and number of pieces received. The portion of shipment which is short, must be entered on a "Short Delivery Sheet," showing weight and number of pieces "ringed." Waybills covering shipments checking entirely short, must also be entered on "Short Delivery Sheet" showing weight, number of pieces and all charges "ringed."

Delivery Sheet for Collect Shipments (Printed on White Paper).

Delivery Sheet for Collect Shipments — Received from Wells Fargo & Co Express — COLLECT Sheet No. _____

Written by _____ The following articles in good order, with charges COLLECT Delivered by _____ Route No. _____

Called by _____ At _____ Office _____ 191__ Left Office __ M. First Delivery __ M. Last Delivery __ M.

WAYBILL			FROM		Article	Value or C. O. D.	CONSIGNEE	Local Address or Destination	Weight	Advances to Collect	Total Collect	RECEIVED BY	Entry No.	Time of Delivery	Paid in Part
No.	Number	Date	City	State											
													1	M	
													2	M	
													3	M	
													4	M	

Delivery Sheet for Prepaid Shipments (Printed on Yellow Paper).

Delivery Sheet for Prepaid Shipments — Received from Wells Fargo & Co Express — PREPAID Sheet No. _____

Written by _____ The following articles in good order, with charges PREPAID Delivered by _____ Route No. _____

Called by _____ At _____ Office _____ 191__ Left Office __ M. First Delivery __ M. Last Delivery __ M.

WAYBILL			FROM		Article	Value or C. O. D.	CONSIGNEE	Local Address or Destination	Weight	RECEIVED BY	Entry No.	Time of Delivery	NOT TO BE COLLECTED FROM CONSIGNEE		
No.	Number	Date	City	State									Prepaid	Add	Prepaid Beyond
											1	M			
											2	M			
											3	M			
											4	M			

Delivery sheets must be numbered and completely filled out, and at such offices where it is necessary, they should be prepared in duplicate.

127. **Delivery Record to be balanced each Day:**

(a) Offices using Delivery Receipt Book, must foot this record at the close of each day in order a daily balance and make proper entries in Form 667, Daily Balance Book.

(b) Offices using Delivery Sheets, must require Deliverymen to sign for sheets on form provid to settle sheets at the close of *each day*. A recapitulation must be made of the Delivery Sheets for ea proper entries made in Form 667, Daily Balance Book.

SHIPMENTS "ON HAND" AT DESTINATION OFFICES.

128. **Shipments to be entered in On Hand Record:** Shipments which cannot be deliver recorded in On Hand Book (Forms 450 or 451), or on Prepaid and Collect On Hand Cards (Forms 4 when Superintendent authorizes the use of cards. Consignees must be notified immediately of shipm remain undelivered, using postal cards provided for that purpose, an impression copy of which must be record

When shipments are returned to shipper, or reforwarded to other destinations, reference to the must be shown opposite the entry in the On Hand Book or on the On Hand Card, and authority carefu

SHIPMENTS WAYBILLED TO WRONG DESTINATIONS.

129. **Substitute Waybill to be made to Correct Destination:** Agent discovering the error a substitute waybill to correct destination, showing full information given by the original waybill, m must be made on the waybill, reading, "Sent to.....on substitute wayb ment must go forward with substitute waybill. Original waybill must go forward to destination sho where it must be reported on "Short" Statement with charges "ringed."

130. **Re-Billing after Original Waybill has been Reported on Statement:** When a shi regular waybill has been received at an office, and it is found after settlement of such waybill that sh waybilled by forwarding office in error and belongs to some other point, a re-bill must be made to correct

(a) All "Re-Bills" must show in "Shipper" space on waybill point of origin, number and date waybill on which shipment was received.

(b) If charges on in-billing are prepaid, the shipment must be re-billed on prepaid waybill show prepaid charges "ringed," with notation, "Paid on In-Bill" entered in "To Whom Paid" column.

(c) If charges on in-billing are collect, the shipment must be re-billed on collect waybill and amo shown in "Advances to Collect" and "Total to Collect" columns.

(d) Agent at correct destination must not alter the advances on the Re-Bill. If the advan sufficient to cover the correct charges from original point of origin, the additional amount must be ent "Express Charges to Collect" column, and the total entered in the "Total to Collect" column.

If the advances are in excess of the correct charges from original point of origin, deliver shipment, proper charges and issue Form 512, Agent's Deduction Voucher, for the difference, giving complete ref attach a copy of the waybill.

REFORWARDED AND RETURNED SHIPMENTS.

131. **Reforwarded and Returned Shipments from Original Destination:** Shipments reforwarde returned must be marked with the new address, leaving the original address crossed off, but not entirely er and each package must be weighed at time of re-billing.

(a) When prepaid shipments are reforwarded with charges to be collected, care must be exercised t that all "Paid Marks" are crossed off, but not entirely erased, to prevent Agent at destination delivering free accepting Paid Mark in lieu of charges.

(b) When collect shipments are reforwarded or returned with accrued charges to be collected, in add o express charges, care must be exercised to see that amount of Advances is plainly shown on package nea address.

(c) The presence of old marks will satisfy consignee of correctness of additional charges.

ERRORS IN REVISION OF COLLECT WAYBILLS DISCOVERED AT DESTINATION OR AFTER WAYBILLS HAVE BEEN REPORTED ON STATEMENTS.

145. **Overcharges:** If an overcharge is discovered after waybill has been reported on Statem must refund the amount to consignee on Form 512, Agent's Deduction Voucher, taking receipt thereon.

146. **Overcollections:** If the amount collected is in excess of the charges reported on the way must enter amount in the Suspense Record, and refund to consignee on Form 522, "Refund of Over taking receipt thereon.

If the amount cannot be refunded at expiration of 90 days, clear the item from the Suspense R settle on Form 518, Miscellaneous Debits, under heading of "Overcollections."

147 **Undercharges:** If an undercharge is discovered after the waybill has been reported on S amount must be entered in the Suspense Record awaiting a Debit Letter from the Auditor of Express and additional charges collected from the consignee.

If it is impossible to make collection of the undercharge after exhausting all reasonable effort, prep 512, Agent's Deduction Voucher to cover the amount, with notation, "Uncollectible Charges," and su *all papers* (explaining what efforts have been exerted) to Superintendent for approval.

If a Debit Letter is not received at expiration of 90 days, clear the item from the Suspense Record on Form 518, Miscellaneous Debits, under heading of "Express Revenue—Undercharges."

If an undercharge is being carried as an uncollectible item due from consignee, and at the same time carried in the Suspense Record awaiting a Debit Letter the items cannot be cleared from the accounts by one another; they must be treated separately.

148. **Undercollections:** If the amount collected is not sufficient to cover the charges as report waybill, additional amount must be collected from the consignee.

If it is impossible to make the collection after exhausting all reasonable effort, prepare Form 51 Deduction Voucher to cover the amount, with notation, "Uncollectible Charges," and submit with (explaining what efforts have been exerted) to Superintendent for approval.

INTERCHANGE OF BUSINESS AT TRANSFER POINTS WITH OTHER EXPRESS COMP

The following instructions will govern the handling of business at transfer points:

149. **Receipts for Waybills and Shipments Transferred:** Receipts for all waybills and transferred must be required from and given to connecting Express Companies.

150. **Shipments Waybilled to Transfer Point Instead of Through:** Make a substitute waybill destination, showing full information given by regular waybill. Notation must be made on regular waybil "Sent to ..... on substitute waybill." Regular waybill must be reported on "Short" with all charges "*ringed*."

151. **Waybills Received with Shipments Checking Entirely Short at Transfer Point:** Th number of pieces and all charges on a regular or substitute waybill covering a shipment checking enti must be "*ringed*," whether the waybill is transferred to, or received from a connecting Express Company. ment of the shortage must be made on the waybill, which must be signed by and in the name of the em proper notation made on transfer record.

152. **Waybills Received with Shipments Checking Part Short at Transfer Point:** Notat *Lot Short*. . .....*Pieces*" must be made on the waybill, which must be signed by, and in the name of and proper notation made on transfer record.

153. **Shipments Received at Transfer Point without Waybills:** Prepare substitute way structed in rules 90 and 91, and on the following page and deliver with shipments to connecting Express *after* proper record and receipt have been taken.

34. Treatment of Shipments reaching Transfer Point Improperly Labeled or Way-billed: The following detailed tions will govern in the treatment of shipments reaching transfer point improperly labeled or way-billed:

M	WITH	WITHOUT	TREATMENT
	Prepaid Waybill.....	Prepaid Waybill Label.... Prepaid Label..	Transfer to connecting Company without affixing Substitute Waybill Label or other label. (Adjustment of charges to be made at destination office.)
	Collect Waybill.....	Collect Waybill Label..... Collect Label	
	Regular or Substitute Prepaid Waybill	Prepaid Waybill Label.... Prepaid Label.....	
	Regular or Substitute Collect Waybill	Collect Waybill Label..... Collect Label.....	
	Prepaid Waybill..... Prepaid Waybill Label....	Prepaid Label.....	Transfer to connecting Company in regular course. (Adjustment of charges to be made at destination office.)
	Collect Waybill..... Collect Waybill Label.....	Collect Label.....	
	Prepaid Waybill..... Prepaid Label.....	Prepaid Waybill Label....	Transfer to connecting Company without affixing Substitute Waybill Label. (Adjustment of charges to be made at destination office.)
	Collect Waybill..... Collect Label.....	Collect Waybill Label.....	
	Prepaid Waybill..... Prepaid Waybill Label.... *Collect Label*.....	.....	Transfer to connecting Company in regular course. (Adjustment of charges to be made at destination office.)
	Collect Waybill..... Collect Waybill Label..... *Prepaid Label*.....	.....	
	Prepaid Waybill Label.... Prepaid Label.....	Prepaid Waybill.....	Make Prepaid Substitute Waybill from Waybill Label, including charges, and transfer to connecting Company.
	Collect Waybill Label..... Collect Label.....	Collect Waybill	Make Collect Substitute Waybill from Waybill Label, including charges, and transfer to connecting Company.
	Prepaid Waybill Label....	Prepaid Waybill..... Prepaid Label.....	Make Prepaid Substitute Waybill from Waybill Label, including charges, and transfer to connecting Company.
	Collect Waybill Label	Collect Waybill ... . Collect Label.....	Make Collect Substitute Waybill from Waybill Label, including charges, and transfer to connecting Company.
	Prepaid Label.	Prepaid Waybill..... Prepaid Waybill Label....	Make Prepaid Substitute Waybill without charges, with notation across the face "Over," and transfer to the connecting Company. (Adjustment of charges to be made at destination office.)
	Collect Label.....	Collect Waybill..... Collect Waybill Label.....	Make Collect Substitute Waybill without charges, with notation across the face "Over," and transfer to the connecting Company. (Adjustment of charges to be made at destination office.)
	Substitute Waybill marked "Over".....	Waybill Label..... Prepaid Label..... Collect Label.....	Transfer to connecting Company without affixing Substitute Waybill Label or other label. (Adjustment of charges to be made at destination office.)
	.....	Waybill..... Waybill Label..... Prepaid Label..... Collect Label.....	Make Prepaid Substitute Waybill without charges, with notation across face "Over," and without affixing Substitute Waybill Label or other label to shipment, and transfer to connecting Company. (Adjustment of charges to be made at destination office.)
	The foregoing instructions will also apply in all respects to complete Lot Shipments, except that where Lot Shipment Labels are attached, but other labels or the waybill are absent, the Lot Shipment Label (Prepaid or Collect), will govern in the preparation of Substitute Waybill to be marked "Part Lot Over," and in the delivery to consignee and treatment of the charges.		

Wells Fargo & Company Express.

RULES AND INSTRUCTION

Section No. 1.

General Instructions for Use and Guidance of

AGENTS AND EMPLOYE

B. D. CALDWELL,
President

New York, July 1, 1914.

REGULATIONS OF THE INTERSTATE COMMERCE COMMISSION.

owing is an abstract of certain provisions of ate Commerce Act and the regulations of the Commerce Commission as affecting express , with which agents and employes should fa- hemselves.

m "Interstate," as ordinarily used, means tion from one state or territory, or the Dis- lumbia, into or through another state or ter- the District of Columbia, or between points in a territory. Any shipment moving be- its in the same state, but which passes out of n route, is interstate.

m "Intrastate" means transportation be- its both of which are in the same state, pro- shipment does not pass outside of the state

Shipments must not be accepted for trans- unless rates have been published, posted, and st. None but published rates may be used

That Rates and Charges Are on File: A no- be posted in a conspicuous place in every lepot where express matter is received for tion, showing that all rates and charges in uch office are on file with the agent, and are inspection upon application.

Must Assist Patrons as much as possible in ates or other information from tariffs.

on Application for a Rate or Charge on Any Described Shipment must be answered in ithin a reasonable time, and such rate or st be quoted. A penalty is prescribed for fail- nal to make such quotation or for an incor- ction. Written requests for rate quotations, with copies of the replies thereto must be preserved.

ial Understanding With a Patron, involving r extraordinary service, is not valid unless for in the Company's tariffs.

Unlawful Acts or Omissions:

False billing, false classification, false weighing or false report of weight, false representation of the contents or value of any shipment, false or fictitious claim or other device or means by which transportation is permitted or obtained at less than the lawfully published rates

False entry in any book of accounts, record or memoranda kept by an express company.

To wilfully destroy, mutilate, alter, or by any other means of device to falsify the accounts, records or memoranda of an express company.

Failure to make full, true and direct entries in such accounts, records, or memoranda of all facts and transactions appertaining to the carrier's business.

Discrimination of any character by which one patron is given a preference or advantage not enjoyed by another.

Billing a through shipment to an intermediate point and rebilling it in order to take advantage of local rates which are less than the through rate.

To knowingly disclose or permit to be acquired by any other person than the shipper or consignee without the consent of such shipper or consignee, any information concerning an express shipment, which information may be used to the detriment of such shipper or consignee, or which may improperly disclose his business transactions to a competitor.

To furnish any information as to the character or financial standing of patrons or others or endorse requests for such information

To disclose to a shipper the name of the ultimate consignee of a shipment reconsigned in transit by the original consignee

To act as agents for a shipper, or to otherwise represent a shipper in the conduct of his business.

Wells Fargo & Company Express.

General Instructions for Use and Guidance of Agents and Employes.

GENERAL.

1. The business of Wells Fargo & Company is to forward by rapid conveyance, under the conditions stated in its regular forms of receipt, shipments of Merchandise, Perishable Freight, Live Stock, Live Animals, Jewelry, Bullion, Coin, Currency, Bonds, Valuable Papers, etc., and to deliver same promptly; to make collections with or without goods; to fill orders; to attend to commissions; to pay money by telegraph; and to sell and pay money orders, travelers checks and foreign postal remittances, etc.

2. The express business is eminently one of detail and requires accuracy, intelligence, diligence and courtesy from every one engaged in it, and above all, that the business of today be done before tomorrow. The Company's relations with its patrons must be treated as strictly confidential; those who entrust their business to it, do so in the belief that its service is safe and efficient. Each employe should put forth his best efforts to avoid causes of dissatisfaction to the public, or loss to the Company, and to maintain the highest standard of express service. A satisfied patron is the Company's best asset.

3. The instructions contained in the Official Express Classification, Directory of Express Stations, Block Tariffs and Schedule of First and Second Class Express Rates furnished each office, must not be deviated from without proper authority. These, and all circulars relating thereto, must be filed in Tariff Binder immediately upon receipt.

4. Requests for Classification, Directory of Express Stations, Block Tariffs, etc., should be sent to the Traffic Department.

5. Every employe meeting the public should have accurate knowledge of the Official Express Classification, Rates and Charges.

6. Employment should be given only to men known to be honest, trustworthy, intelligent and industrious, giving consideration to education, address, and other qualifications which tend to make employes eligible for advancement in the service.

7. Every person entering the service of this Company must be required to personally fill in and execute the Company's application for employment, and those appointed to positions of trust must be bonded by some reliable Surety Company designated by the Management.

8. Information concerning the amount o value of shipments received or forwarded, o matter of business entrusted to the Company be given to any one.

9. The Company reserves to itself the rig nate the service of any employe, when cir warrant.

10. The Company does not agree to p while employes are unable to perform their recommends that they carry accident or life or both.

11. Employes discharged for cause will employed.

AUTHORITY OF AGENTS.

12. Agents have authority to receive a for money, valuables and merchandise to be f receive and receipt for notes, drafts, etc., for execute commissions; receive money to prec exchange or certificates of deposit, or to goods; also to deliver same on payment of c any), when received from other offices.

DUTIES OF AGENTS.

13. **Offices Must Be Kept Open and attend** customary business hours, and must at all tim a neat and attractive appearance. Windo woodwork, counters and all furniture and fix be kept thoroughly clean. Good pens, clean etc., should always be at hand for the use of

14. **Agents Must Beware of Imposters** re themselves as route agents or other offici ized to check their accounts or examine th money orders, cash or records.

15. **Accounts To Be Checked:** Agents mu once each month, check the books, accounts a including C. O. D's of every employe handli money orders, etc.

16. **Addresses of Employes to Be Recorde** must keep a record of the addresses and telep bers of all employes, including messengers, w jurisdiction.

17. **Instruction Book:** Agents must se agency employes are furnished with a cop Company's book of Rules and Instructions, they familiarize themselves with all instru taining to the duties of their position. All o being equal, a thorough knowledge of the

l be a determining factor in making

ints where delivery service is main-
rnish wagonmen with a copy of the
and Instructions to Wagonmen, for
hould be taken.

Agents must furnish wagon employes
any's regulation badge, which should
front of their caps; a record of badges
be kept, and wagonmen required to
when leaving the service.

Route Schedules: Agents must keep a
ng the regular calls of wagonmen on
outes, time of making them, and any
rs for the information of substitute or

en to Be Instructed Concerning Care of
s must see that wagonmen are clearly
the care of horses, and if found wil-
or careless, they should be dismissed
e.

and Unhitching: When practicable,
require drivers to hitch and unhitch,
s, and conduct horses to and from

Wagons: Agents should see that
oad wagons that injury, loss or theft
rill be prevented. Helpers should be
e on rear end (but not tailboard) of
ect contents from loss or theft.

s Only Allowed on Wagons: Unless
gent, none but employes should be al-
n the Company's wagons.

Horses Boarded and Wagons Stored:
keep constantly informed regarding the
horses boarded and wagons stored, and
unsatisfactory, a report should be made
nt.

t of Boarding and Shoeing Horses must
to the lowest possible figure consistent
r and proper care.

rdinances and Traffic Regulations:
miliarize themselves with all street traf-
or other city ordinances in any way
Company's business.

l Property Tax: Agents should famil-
es with personal property tax require-
re blanks from proper city or county
g schedule, which should be forwarded
ent in ample time to permit of the
executed and taxes paid within pre-

s Upon Salaries Must Not Be Made
kept upon approval of their superior
officer, and then only in cases of known need or emergency.

29. Offers of Compensation for securing purchasers, consignments or names of dealers should be referred to superintendent.

30. Unusual Shipments: Before forwarding shipments of unusual weight or bulk, agents must make arrangements through superintendent for prompt handling at transfer points and destination.

31. Inspection of Buildings: Office, stable and other buildings should be frequently inspected and any repairs, painting, etc., that may be deemed necessary, reported to superintendent.

32. Agents Must Be Prepared to Load and Unload express matter promptly to avoid delay to trains. At offices supplied with trucks, matter to be forwarded must be loaded on trucks before arrival of trains.

33. Messengers' Bulletins: Agents at terminal offices must arrange to furnish a mail rack and bulletin board or books for the exclusive use of messengers receiving mail or laying over at their offices.

Bulletin boards or books must be posted or kept in a readily accessible place that messengers may consult them before departing on their runs.

34. Relieving Messengers: Agents should, when necessary, relieve messengers at stations for meals, or delegate some reliable employe known to messenger for that purpose.

35. Misconduct of Messengers to Be Reported: Agents must immediately report to superintendent any misconduct or neglect of duty on the part of messengers, gambling of any kind, drinking intoxicating liquors while on duty, carrying packages past stations, leaving safes unguarded or unlocked, sleeping while on duty, leaving cars unprotected, etc.

36. Obligations in Company's Name: Agents and employes are forbidden, without special authority, to contract any debts, or to make or accept drafts, checks, bills of exchange, notes, due bills, or other money obligations or accounts, in the name of, or for account of the Company; or to receive money, checks, certificates of deposit, drafts, notes, papers of value, or any other matter for deposit or safe keeping, or to accept any deed, conveyance, or other legal papers in escrow.

37. Agent Is Not Authorized To Borrow Money, draw any draft or bill of exchange, receive on deposit any money or valuables, or undertake any transaction in the Company's name that does not necessarily pertain to the express and forwarding business.

38. Dealing in Stocks for Company's Account: Agents and employes are prohibited from accepting or undertaking to execute in the name of the Company, and as a part of its business and at its risk, any order whatsoever, for the purchase, sale or custody of min-

ing or other stocks, unless specially authorized by general superintendent or superintendent.

39. **General Letters of Introduction:** Agents and employes are forbidden to guarantee the responsibility of firms or individuals, or to lend the use of this Company's name to endorse or recommend their business, methods or standing, or to give to representatives of business houses, any general letters of introduction addressed to agents of this Company.

40. **Gratuities and Contributions:** Agents and employes are not authorized to give gratuities or make contributions from the Company's funds without authority of superintendent.

41. **Quoting Combination Rates:** Agents and employes are forbidden to quote to shippers, through rates made up of the express rate from point of origin to a transfer point with a freight line added to the railroad company's freight rate, thence to destination. If shipments marked and consigned to the care of a freight line, are tendered for transportation by express, they may be received and forwarded as directed by the shipper.

42. **Advancing Charges:** Unless especially authorized by superintendent, charges must not be advanced on shipments received in transfer, except to regular express companies or freight lines which guarantee the charges advanced.

43. **Payments of Cartage:** Agents and employes are prohibited from paying cartage to shippers or consignees on shipments, delivered by them to, or taken by them from the Company's offices.

44. **Horses and Wagons to Be Used for Company's Business Only:** Agents and employes are forbidden to loan or hire horses or wagons to a shipper or consignee, or to use them for any purpose other than the Company's business. Agents are not permitted to carry matter free of charge for patrons on the Company's wagons between two points in the same city or town unless regularly waybilled.

45. **Purchase and Sale of Horses and Purchase of Provender:** Agents are not permitted to purchase new horses nor to sell or exchange old horses, except under official authority. Provender must not be purchased locally by agent, except upon approval of superintendent or other designated officer.

JURISDICTION OF AGENTS.

46. **Office Employes:** Agents have jurisdiction over all clerks, wagonmen, and other local employes and must supervise and inspect their work to see that it is performed in accordance with the Company's rules and instructions.

47. **Line Employes:** Agent has jurisdiction over train employes whose runs originate or terminate at his office, unless superintendent is located at such point.

Agents at terminal points must see the ployes report in ample time for duty, and r arrival and departure.

Agents may, for good reasons, send tra off their regular runs, but must make pr thereof to superintendent or route agent.

48. **Suspension for Cause:** Agents ma cause, suspend train employes or other emp their jurisdiction, reporting the facts to dent or route agent.

CONDUCT AND DUTIES OF EMPL

49. **Instructions to Be Studied and** Every employe entering the service must himself with the duties of his position. T ignorance will not be accepted as an excus to observe instructions and dismissal will disobedience of orders, negligence or inco

50. **Promotion:** All employes will be i in the line of promotion, advancement depe the faithful discharge of duty and capa creased responsibility.

51. **Polite and Courteous Treatment** a corded to all, however unimportant their b appear.

52. **The Personal Conduct and Deport** ployes must be such as to reflect credit upo and on the Company, and their personal should be neat, clean and orderly. Hats be worn in the office.

53. **The Use of Intoxicating Liquors** wi is prohibited. Evidence during working h employe has been drinking, or frequent a drinking at other times, will be consider cause for dismissal.

54. **Gambling Is Prohibited.**

55. **Employes Should Refrain From th** bacco in any form while on duty, and smok warehouses or the Company's stables in p all times.

56. **Unbecoming Language:** In their tercourse with patrons, and with each oth must not use unbecoming language.

57. **Employes Are Forbidden to Assig** aries.

58. **Detention from Business:** Emplo exclusively in the Company's service must themselves from duty without permissio detained by sickness, or other cause, they notify the proper authority by telephone messenger.

59. **Duties Not to Be Delegated:** Empl permitted to delegate to another person, a their duties, unless so authorized by superi

r Conduct to Be Reported: Any em- be aware of improper conduct or neg- the part of another, and fails to report be deemed equally censurable with the

in Commodities: All employes exclu- ise, are forbidden to deal in any com- Company's account.

clusively in the service of the Company from dealing commercially in any com- by express.

t exclusively in the service of the Com- t prohibited from dealing in commod- r express, will not be accorded any fa- rill give them an advantage over others. ation is a violation of the law.

Separate Compartments Are Furnished transaction of Company's business, a ploye, and he only, will be permitted to during business hours. Such employe hed with separate cash drawer, and not umstances should he permit other em- thereto. Doors to such compartments s kept locked.

nts: All employes, other than cashiers, full to agent, cashier or other desig- at the close of each day's business. No an authorized banks, should be retained office employes and no funds must be night by wagon service employes.

Instructions to Wagonmen will be rate section.

ions tending to simplify details, pro- or increase the Company's efficiency, vited from all employes.

. A.: As an inducement to young men sively in the Company's service to iden- with the Young Men's Christian Asso- mpany will upon approval of superin- ne-half of the cost of regular member- sociation.

SOLICITING.

ions on Soliciting: Agents should per- on patrons, whenever possible, with a ting friendly relations, fully informing periority of express service over other drawing their attention to the follow- features:

al service; Insurance to $50 without ge;

ents may be sent collect or prepaid;

pickup and delivery service within de- s;

Receipts are given to shippers at time goods are forwarded; and consignee's receipt taken on delivery;

Complete record of all shipments en route; Security for valuable packages;

Safety trunks for protection of small packages;

Facilities for placing orders and executing commissions;

Refrigerator cars especially constructed for transportation of food products;

Modern equipment for transporting airships, automobiles and horses and other live stock,

Exclusive express and passenger train service;

Through cars between important points.

Agents should keep in touch with merchants receiving goods by express, and if it is found they are ordering shipments by other express companies from points where this company is represented, they should, if possible, secure from them, standing orders to the shippers of such goods, to have their goods forwarded via Wells Fargo & Company; the orders should be transmitted to agents at point of shipment, to be placed with the shippers. In addition to securing standing orders, they should see that the shipments are received over this Company's lines. If they continue to come by any other Company, shipping office should be notified

Shippers often refuse to send certain shipments by this Company because the consignee has ordered them forwarded by another route. In such instances, agent at the shipping point should notify agent at the point where the consignee resides, requesting him to call upon the consignee and endeavor to obtain an order to ship by Wells Fargo & Company

68. **Promotion of Business by Employes:** Employes should endeavor by every legitimate means to promote the business of the Company, in all of its branches, by keeping the public fully informed as to its rates, time to and from important points, and the Company's facilities generally. Ability to hold present patrons, obtain new ones and increase the business, will be strong factors in determining merit.

69. **Payments Not to Be Made to Secure Business:** Compensation, commission, remuneration, present or payment of any sort must not be made directly or indirectly to any clerk, porter, or any other employe of any house, store or establishment in which a branch office is located, upon the business of said house, store or establishment, or to any employe of any hotel or establishment of any character, for or upon trunks or other shipments by express.

PACKING.

70 **Every Shipment Should Be So Packed** as to insure safe carriage to destination with ordinary care. Any matter improperly packed, wrapped or tied,

should not be accepted until put in proper condition for safe carriage. Reasonable assistance should be offered by employes to effect this result.

71. **Fragile Articles**, such as china or glassware, (including bottles containing liquids), mirrors, stained, plate and window glass, framed pictures, statuary, signs on or under glass, bric-a-brac, negatives and photographic dry plates, cannot be safely transported in ordinary packages, or in paper boxes with only a little straw, excelsior or paper packing for protection. When such articles are offered for shipment packed in this manner, they must be refused and shippers requested to enclose them in heavy cardboard or wooden boxes with suitable packing.

72. **Delicate Instruments**, such as barometers, thermometers, chronometers and surveyors' instruments and delicate machines, such as X-ray, static, slot, etc., and musical instruments, not securely packed or boxed, should be refused and shippers requested to crate or box them with suitable packing.

73. **Shipments Destined to Points on Stage Lines** should be wrapped in some waterproof material to afford necessary protection from inclement weather.

74. **Packing Meat**: Shippers should be requested to securely wrap dressed meat in burlap, or pack it in boxes.

75. **Report of Improper Packing**: Superintendent should be notified if any office frequently forwards goods improperly packed.

ADDRESSING AND MARKING.

76. **Shipments Must Bear Address Of One Consignee Only**: Baggage, coops, egg cases, crates, barrels, or boxes should be carefully examined and old marks erased before accepting them for shipment.

77. **The Address Must Be Legibly Written In Ink** or marked in crayon directly upon the shipment, when possible; otherwise, upon address label or upon a tag with a stayed eyelet securely affixed to the shipment. If it is defaced and in danger of becoming obliterated, it should be rewritten.

78. **Street and Number**: To expedite delivery of matter destined to cities, the consignee's street and number should be marked on the shipment and entered on the way bill.

79 **Name of County to Be Shown**: When matter is destined to small towns, or to towns or cities of which there are two or more of the same name in the state, address must show name of county.

80. **Shipments "In Care of"** a person, firm or corporation should plainly show: First, the name of the consignee, then the words 'Care of" followed by the name and local address of the person, firm or corporation in whose care the shipment is directed.

81 **Shipments to Be Called For**: A shipment forwarded to a consignee who is not a permanent resident and whose local address is not known should be marked, "To be called for."

82. **When Shipper Is Consignee**, he sh quested to write his signature on the tag after the word "From" to assist in identifi

83. **Marking Perishable Shipments**: Al of dressed poultry, fish, fruit, or other peri ter of any description, should have the contents distinctly marked thereon, the n shipper and the address of the consignee street and number.

Shippers of dressed poultry should be state whether their shipments are packed "iced" and agents should waybill them ac

A duplicate card or tag bearing the nam per and consignee should be placed inside sack or barrel containing shipments of cott dressed poultry, game, raw furs, and other matter, to insure proper delivery should ments be found without outside marks.

84. **Advance Charges** must be plainly n address on shipments.

LABELING.

85. All labels should be attached to sh near the address as possible. In affixing shipments, it must be done in such manne goods will not be damaged by the paste the wrappers or covers. Pasteboard boxes crates should not be defaced with labels or

86. All shipments containing glass or ticles must be so labeled or marked.

87. Employes noticing shipments not beled should report the fact to superintend

(For additional instructions, see Labeling and Accounting Section.)

RECEIPTING.

88. **Receipts** properly filled in with ink pencil, must be issued for each and every the time it is received. Receipts issued at time are invalid. See Rule 112.

89. **Special Forms of Receipts** may be shipments only where the shipper has a agreement that all shipments accepted on forms, will be subject to all of the terms and of the uniform express receipt ordered by state Commerce Commission, effective F 1914.

These special forms of receipts must not conditions which in any way conflict with t express receipt, and all such special forms must be in substantially the following term

"Received of .....

to ....., whic

pany agrees to carry upon the terms and conditions of the uniform express receipt ordered by the Interstate Commerce Commission, effective February 1, 1914."

90. Correct Charges Must Be Made: It is a violation of the law, "to charge or demand or collect or receive a greater or less or different compensation" than the rates specified in tariffs, filed and in effect at time of shipment.

Employes should never name a price for forwarding shipment without knowing its character, weight, size, value and the correct rate.

91. Time of Delivery Not to Be Guaranteed: Agents and employes must not contract by receipt or otherwise, to deliver matter in a specified time.

92. Charges On Worthless Matter to Be Prepaid or Guaranteed: On articles of little or no value, the charges should be prepaid or guaranteed by known responsible persons. When a guarantee of charges is accepted, the word, "Guaranteed" and the name of the guarantor must be noted on shipment, receipt and waybill.

93. Receipts to Show Value Or When Not Given: Shippers must be requested to state the nature of the shipment and to declare the value thereof, which value, when given, must be inserted in the "value" space on the receipt, and marked on the package. If shipper

"Deliver Free and Debit Transfer," which notation should also be made on the waybill.

96. **If Charges Are Prepaid In Part,** the point to which the prepayment is made and the words "Paid in Part" must be noted on the receipt with the amount prepaid.

97. **When a Shipment Is Offered Addressed to a Consignee at a Hotel,** firm, company or corporation, shipper should be required to mark the shipment "In care of" such hotel, firm, company or corporation, and receipt should be issued accordingly.

98. **Altered Receipts Must Not Be Signed:** Employes must not sign receipts which have been altered by erasure of any printed condition.

99. **Receipts Must Conform to Marks On Shipments:** Receipts must never be signed until it is definitely known that the entries appearing thereon fully conform to the marks on the shipments.

100. **Receipts For Perishable Shipments** should show the time of day accepted.

101. **Receipts at Joint Offices:** Joint office employes should issue the receipt of the Company over whose line the shipment is routed or to be forwarded.

102. **Signing Shippers' Receipt Books:** Before signing receipts which are filled in by shippers, see that the date is correctly entered, and sign on the same line as the entry, thus:

Date 1914		Number, Description and Contents	Value		Addressed To	Destination	Charges		C. O. D.		Received By
May	15	1 Pa.	10	00	L. O. Head	Houston, Tex.	Pd. 1	00	Baker		
"	16	2 Pa. att.	Not declared		J. G. Shannon	Chicago, Ill	Coll.		15	00	(2 att.) Baker
"	18	1 Box	15	00	A. G. Eddy	Chicago, Ill.	Pd. 1	00	Baker		
"	19	2 Crts.	50	00	S. W. Gibson	Chicago, Ill.	Coll.		25	00	(2) Baker

lines to declare the value, the word "not" must be written in the "value" space on the receipt.

94. Receipts Must Show Whether Prepaid or Collect: When charges are prepaid, receipts must be endorsed, "Prepaid" with the amount of the prepay. When charges are collect, the word "Collect" must be written after "Charges" on the receipt.

95. Prepaid Shipments Beyond Defined Delivery Limits: When shipments are offered prepaid to cities having free delivery, consult "Official Joint Directory Collection and Delivery Limits." If it cannot be ascertained whether the address is beyond the defined free delivery limits, note on receipt, in addition to the amount paid, "Does not include outside delivery." If shipper wishes delivery made without collection of any charges, secure guarantee or deposit to cover outside delivery charges, and mark shipment,

As indicated above, employes receipting for shipments that are not C. O. D. should write their names close up to the heavy black line at the left of the C. O. D. column, so as to prevent the possibility of subsequent entry of any amount.

103. **Signing One Receipt For Several Entries:** When signing receipt book containing several shipments to different consignees offered at the same time, employes should check or sign for each item separately.

104. **Number of Pieces to Be Entered On Receipt:** When receipting for a shipment consisting of two or more articles, the number of pieces must be entered immediately after the signature as well as in the body of the receipt.

When receipting for shipments consisting of two or more articles wired or tied together, the number of

articles must be entered on the receipt and label, thus: "2 att."

When receipting for any article with attachments which are easily removed, receipt for such attachments as well as the article itself, thus: "1 bicycle, pedals, handle bars and lantern att."

105. **Signature to Appear On Same Line With Entry:** When signing Shipper's Receipt Book, care must be taken to have signature appear on the same line with the entry in the receipt book. Signature must not be made crosswise or extend over more than one line.

106. **Signatures on Receipts** must be written in full. Rubber stamps must not be used for this purpose.

107. **Special Instructions Of Shippers,** when not conflicting with the Company's rules and instructions should be written or printed on shipments, or securely attached thereto.

108. **Shipments Subject to Delay:** When it is known that any railroad or steamship line over which this Company operates is disabled and delays are likely to occur, shipments to be forwarded via such lines should be received "Subject to delay." Endorsement to this effect should be made on receipt and shipper's attention drawn thereto.

109. **Receipts to Be Secured For Valuable Shipments:** Office and depot employes must give and secure receipts on prescribed form for shipments of money and valuables, jewelry, cigars, cigarettes, films, ginseng, dressed and raw furs, silk and all packages sealed with wax, except medicine. Also for all unsealed shipments valued at $10 or over per pound; valued at $25 or over and weighing five pounds or less; and valued at $50 or over, irrespective of weight.

All packages of merchandise valued at $10 or more per pound should be properly sealed. Shipments valued t $50 or more should be sealed when practicable.

110. **Shipments to Be Put Off at Non-Agency Points.** When a shipper wishes freight to be put off at sta ion where there is no express agent, the employe must explain that the Company has no office or agent at such point and that the shipment, if forwarded, must be prepaid to office nearest to destination, and that the Company's liability for loss, damage or theft ceases when shipment is unloaded from the car. Such shipments must be receipted for in duplicate and both original and duplicate endorsed "Put off at destination at my risk," which must be signed by the shipper. The shipment must be endorsed, "Released—put off at owner's risk." Waybill should be issued to next salaried office beyond place of delivery and bear notation, "Released—put off at owner's risk" and the duplicate receipt should be attached to and filed with office copy of waybill.

Money, valuables, C. O D. or liquor shipments must not be accepted for delivery in the above manner, but *must* be sent to office nearest destination

111. **In Receipting For Shipments Free** the letters "D. H." followed by ber, "R. R. B." or "W. U. T. Co." as t must be entered on the receipt.

112. **Shipments Must Be Refused if** to accept a receipt.

113. **A Duplicate Receipt Must Not** the original has been delivered to ship is desired, it must be made from the records must not be relied upon as a ba copy. All copies of receipts must be tified Copy" and signed by and in th ploye making such copy.

BAGGAGE.

114. **Baggage Should Bear An Add** addition to the regular address tag. L pasted upon the bottom of trunks, suit baggage.

115. **The Stenciled Or Home Addr** and other baggage must not be conside a shipping address, but a new tag an must be attached, even if the shipment the stenciled address.

116. **Sealing Baggage:** All trunks, other baggage, must, at time of shipm presence of shipper, if possible, be s either by wire lead seal, or by the use and lead seal, or sealing wax. The wir be in one piece and firmly drawn thro ings or attachments of the baggage in s to prevent access to the contents withou wire, cord or seal.

When wax is used, the ends of the passed through the eyelet of the addres to the knot and sealed to back of tag stamped with seal of office from whi made.

Care must be taken when sealing bag to apply the seal where there will be no wax defacing the article or injuring the

117. **Baggage For Railway and Ste gers:** Special identifying baggage t vided for shipments of baggage to be de way and steamship baggage rooms in la

Employes must not agree to make del sengers on trains or vessels, or at depot piers.

Separate baggage rooms are usually p pots for the different railroads, and sh be requested to address baggage in car by which they intend to travel rather t ticular depot.

118. **A Receipt Cannot Be Obtained fo Baggage** or belongings consigned to st

gage rooms. Therefore, this class of
accepted only at "Owner's risk of
harges must be prepaid.
jects to forwarding at owner's risk of
ods may be accepted with the under-
ey will be held in this Company's of-
n until called for. When so forwarded,
must be made on the receipt and ship-
d at destination until called for," and
lled accordingly.

FISH AND GAME.

and employes are expected to acquaint
far as possible, with the local regula-
the transportation of fish and game,
shipments which, under federal and
ld not be transported. For instruc-
transportation of fish and game, refer
rtment circulars.

TURAL AND NURSERY STOCK.

rs of certain states and countries pro-
tation of trees, shrubs, vines, plants or
ock. For instructions regarding trans-
ch shipments, refer to Traffic Depart-

CORPSES.

accepting a corpse for shipment, con
press Classification and Traffic Depart

LIQUOR.

tructions regarding transportation of
s, see Official Express Classification and
ent circulars.

MABLES AND EXPLOSIVES.

ions and restrictions regarding the
of inflammables and explosives will be
l Express Classification and Traffic De-
ars.

ND MEAT FOOD PRODUCTS.

ions and federal and state laws and
rding the shipment of meat and meat
ill be found in Traffic Department cir-

FREE BUSINESS.

Which May Be Carried Free: Agents
from waybilling matter free, (D. H.),

nts of Wells Fargo & Company;
nts of the Western Union Telegraph

nts of Railroad Companies over whose
Company operates, between points on
ines;
nts of holders of annual or sticker franks, except in those states where free transportation is prohibited by law.

141. **Franks Issued By This Company** are valid only over this Company's lines, and are applicable only to the personal shipments of the holders. Franks of other companies are not valid over this Company's lines.

142. **Annual Franks Are Issued In Two Forms,** limited to 100 pounds, and unlimited, but are not intended to cover shipments of extra heavy weight, size or quantity, money, bonds, jewelry, live stock, and business consignments.

143. **Sticker Franks** are subject to the same restrictions as annual franks, and limited to weight shown thereon They must be affixed to the particular shipments for which they are issued, to entitle them to free transportation.

144. **Personal Shipments of Employes:** The privilege of free transportation for personal shipments of employes will be accorded, within reasonable limitations, upon application to the official in charge for a sticker frank to be attached to the shipment to be forwarded. Sticker franks will not be issued for regular or continual shipments of food products.

Charges on shipments sent to employes without their advance knowledge may be cancelled, but only upon the authority of a sticker frank, which must be attached to the original waybill or voucher, as the case may be.

145. **Weight Limit to Be Observed:** Holders of limited franks receiving or forwarding shipments in excess of the weight limit will be allowed free transportation up to the weight limit only. Charges should be collected on any excess.

146. **Delivery of Shipments Covered By Annual or Sticker Franks:** Shipments bearing the number of an annual frank of this Company must be delivered without charges except Interstate shipments within states where free transportation is prohibited by law. If such a shipment is entered on Collect Delivery Sheet with charges, it should be delivered free, the charges on the sheet ringed, and the frank number entered opposite the entry as authority for cancellation of the charges.

When a collect shipment is offered for delivery, and consignee is the holder of annual frank of this Company, the shipment should be delivered without collection of charges, the charges on the sheet ringed, and the frank number entered opposite the entry as authority for cancellation of the charges.

When shipments carrying sticker franks of this Company are entered on Collect Delivery Sheets, deliverymen should deliver without collection of charges, ring the charges on sheet, and enter the frank number and name of official by whom issued, opposite the entry as authority for cancellation of the charges.

147. **Sticker Franks to Be Cancelled:** Employes making delivery of shipments bearing sticker franks

must cancel the franks to prevent their being used again.

148. **Misuse of Franks:** If there is any reason to believe that a shipment bearing an annual frank number or a sticker frank, is not entitled to free transportation, report should be made to superintendent, with all information obtainable, including copy of waybill.

149. **List of Holders of Annual Franks:** Agents should procure from superintendent, list of holders of annual franks in their respective localities, which should be kept on file for reference.

U. S. GOVERNMENT SHIPMENTS.

150. **Bill of Lading Required With Each Shipment:** The United States Government has adopted a uniform Bill of Lading to be used by its different departments for all goods shipped by express. The original and memorandum Bill of Lading will be presented by shipper, and if the two are identical, both must be signed by employe receipting for the shipment and be returned to the shipper.

The shipment should be forwarded with charges to collect and delivered free on surrender of original bill of lading showing consignee's acknowledgment of receipt of the goods. The Bill of Lading should then be disposed of in accordance with Accounting Department instructions, unless specific instructions to the contrary are given thereon. If the Bill of Lading is not surrendered at time of delivery, the proper charges should be collected.

151. **Food and Drug Samples For Analysis:** Food and drug samples forwarded by inspectors of the United States Department of Agriculture to branch analytical laboratories of that department may be accepted without prepayment.

Each food and drug inspector carries an identification card signed by the Secretary of Agriculture, stamped with the Department of Agriculture seal through the photograph of the holder on the face of the card.

Agents at points where these branch laboratories are located, who receive shipments consigned thereto with charges to collect, will obtain acknowledgment of receipt of each shipment delivered, and a government voucher for the charges. These acknowledgments and vouchers should be disposed of in accordance with Accounting Department instructions. Agents are expected to confer with the chiefs of the food laboratories concerned as to the details involved.

PROHIBITED AND RESTRICTED SHIPMENTS.

152. **Men, Women or Children** may not be received for transportation at any price or under any circumstances.

153. **White Slave Traffic:** Agents must refuse to accept commissions or to permit this Company's service to be used in obtaining, or in aiding
obtaining transportation or ticket for t
tion of any woman or girl, if there is re
that such woman or girl is engaged in
transported for the purpose of engagin
tion, debauchery, or any other immoral

154. **Obscene Matter:** It is illegal t
obscene matter by express, and agents
with inspectors of the Postoffice Depart
government agents, in their efforts to en

155. **Lottery Tickets:** It is illegal
transportation, any paper, certificate
purporting to be or representing a t
share, or interest in, or dependent upon,
lottery, so called gift concert, or similar
fering prizes dependent upon lot or c
advertisement of such lottery, so called
similar enterprise. Agents must not acc
transmission or issue a money order i
known lottery. Any employe violatin
comes individually liable to fine or im
both.

156. **Empty Packages Bearing Govern**
It is illegal to accept for transportation,
liquor or ale packages, cigar boxes, or
packages bearing government revenu
brands, or the marks or brands of th
gauger, unless the stamps or brands ar
removed.

157. **Bulked Shipments:** This Compa
cept from shippers or other carriers, bul
accompanied by instructions to open a
ward, or deliver locally, the various
tained therein; neither will it accept
dressed to its agents, with instructions
and forward to some other consignee
In the event that such a shipment is rece
ation addressed to an agent or employe
pany, it must not be delivered locally
but notice must be immediately given t
the Company cannot undertake the ser
quest must be made for disposition.

158. **Shipments "To Order Of" or "B**
ments consigned to a person, firm or co
order of" a bank or "to the order of" a
firm, company, or to "notify" a bank,
company, must not be accepted.

159. **Large and Bulky Shipments:** S
cannot be loaded in ordinary express c
their size, must not be accepted unless
superintendent. See Rule 80.

160. **Unusual or Complicated Service:**
cifically authorized, shipments must not
accompanied by instructions requiring a
plicated service, or which would imp
Company more than the ordinary risk
tion.

WEIGHING.

e Weighing: The greatest care must gh all shipments accurately and mark son.

Weight: Unless otherwise specially classification, charges must be based gross weight at time of shipment, but n to believe that a shipment has been ghed, it should be reweighed at desch correction made as may be proper. eight should not be made if it is eviancy is due to shrinkage.

ed Weights: When, for any reason, a be weighed at billing office, estimate note on waybill, "Weight estimated— ation."

s are received on which the weight has estimated, the delivering agent must ent before delivery, show the correct aybill, and assess the proper charge.

and Measures Laws: Agents should selves with the Weights and Measures ty and state.

AND CARE OF SCALES.

must be tested daily by balancing, and tion to weigh accurately at all times.

must be kept free from dirt, paste and atter.

and Dial Scales should be frequently A clean marking brush is best suited

in dial frames should be replaced at

roken indicator hands should be imed.

l not be taken on dial scales until ines to a complete rest.

ould be so placed that reading of et line with eye, otherwise reading is

and Dormant Beam Scales: The illate freely up and down when poise movement is sluggish, examine inside rying connecting rods and bearing n matter. Space between scale platoping of dormant floor scales should dirt at all times. At least once every ding board of platform and dormant taken up and all accumulation of dirt h removed. If bearings are found ld be cleaned thoroughly.

found so worn as to render weights should be replaced.

ould be tested daily and if found out d be regulated by balance weight on beam.

Beam should be kept polished and clean to make reading accurate.

Loaded trucks should never be run over platforms of floor scales, except when being weighed; beam should be secured by lock before heavy weights are placed on scales.

169. **Kron Scales:** The space between scale platform and floor coping should be kept free from all dirt, labels, paste or other foreign matter.

To balance, the index hand should be on zero mark.

When hand does not go back to zero, front door in column beneath dial where shot pot is located should be removed and shot added to, or removed from pot until properly balanced

The dash pot is located inside of column and controls the indicator hand. When indicator is sluggish, the pot may be dirty. To clean, pot and plunger should be removed and wiped with dry, clean waste. If indicator hand moves too freely, pot should be examined for evidence of plunger being loose. It should fit to within one or two thousandths of an inch. Plunger must not be oiled.

Platform should be removed at least every thirty days to see that knife-edged bearings are sharp, free from rust or any other substance; if flattened, they should be replaced immediately.

When scale is not in use, it should be locked to raise platform from bearings. Scale bearings must not be oiled.

ROUTING SHIPMENTS.

170. **Routing Instructions of Shipper to Be Observed:** All express matter routed by shipper must be carried and transferred as directed by him.

171. **Matter Not Routed By Shipper:** All express matter not routed by shipper must be forwarded in accordance with routing schedule and instructions issued by officials of the Company.

172. **Common to Exclusive Business:** Unless instructed by shippers in writing, agents at common points must not forward over the lines of this Company, business destined to an exclusive office of another Company represented at originating point. If such business is accepted, it must be transferred locally.

Exception: Corpses, burial cases and funeral supplies, including flowers, in the absence of routing instructions from the shipper, must always be forwarded via the route making the quickest time to destination, taking into account, combination routes with other Companies. See Official Express Classification.

WAYBILLING.

173. **All Matter to Be Waybilled:** Waybills must accompany all matter forwarded and show by what train and messenger despatched.

174. **Freight Waybills:** The following should be handled on freight waybills:

Freight shipments of ordinary value, including heavy and bulky shipments, such as automobiles, aeroplanes, vehicles, machinery, live stock, animals, plants, etc.; also light and bulky matter, such as millinery, hats, caps, etc., (exceeding 70 inches exterior measurement).

*Candy in pails or wooden boxes,

*Commercial shipments of cigars in wooden boxes;

*Unless such shipments by reason of declared value should be waybilled on Valuable Freight Waybills.

175. **Valuable Freight Waybills:** The following should be handled on valuable freight waybills:

Freight shipments of more than ordinary value,

Weighing 5 lbs. or less when declared value is $25 or over.

Weighing over 5 to 10 lbs. when declared value is $51 or over.

Weighing over 10 to 20 lbs. when declared value is $75 or over.

Weighing over 20 to 40 lbs. when declared value is $100 or over.

Weighing over 40 lbs. when declared value is $4 per lb. or over.

Candy (except in pails or wooden boxes).

Cigars (except commercial shipments in wooden boxes).

Films, Ginseng, Medicine and Raw Furs.

176. **Money Waybills:** The following should be handled on money waybills:

Bonds, notes, drafts, currency, gold and silver coin, gold dust, bullion, jewelry, vouchers, manuscripts, legal or valuable papers, paid C. O. D's remitted in cash, commissions, paid and unpaid collections, pawn tickets and all other shipments enumerated in the money classification.

All sealed packages, and all packages less than four inches square, except medicine, and all freight shipments valued at $20 and over per pound.

177. **Waybills to Be Plainly Written:** It is essential that waybills be so plainly made out that the writing can be read at a glance. They should be complete records of all marks on shipments.

178. **Waybills Should Bear The Date Of Forwarding,** and only that date. The name of month must be written out; figures must not be used. Agents using dating stamp should exercise special care in changing numbers and dates.

179. **Abbreviations to Be Avoided:** The name and address of consignee as marked on the shipment should not be abbreviated on the waybill.

180. **Doubtful Abbreviations For States Should Not Be Used on Waybills;** Iowa should not be written "Ia." as it may be mistaken for "La" (Louisiana) California should be written "Calif." as "
mistaken for "Col." (Colorado), and fo
Colorado should be written "Colo."

181. **Shipments Made Under a Pri**
<A> , or initials, as "S. R. & Co.", a
billed with name of consignee in full in a
private mark.

182. **The Declared Value Of Every**
warded must be entered on waybill

183. **After Original Waybill Has Go**
corrected waybill must not be made to ta

(For additional Waybilling instructio
ing, Waybilling and Accounting Sectio

TRANSFER.

184. **Record to Be Kept and Re**
Agents at transfer points must keep a co
of waybills and shipments transferred by
necting Companies, taking receipt there
tranfer, and must, so far as practicable,
in waybill register of other passing
shipments.

185. **Original Transfer Records Must**
in the possession of employes of other C
may wish to check and sign for matter o
at their convenience, but must be signed
for immediately upon delivery of the g

186. **Stamping Waybills:** Standard
are furnished transfer points for stam
waybills, and must be used as instructe
tendent or route agent.

187. **Checking:** Shipments received
from connecting Companies must not be
until each entry is checked on the trans
any matter is short, notation to that e
made on the transfer record opposite th
waybill. If any matter is offered which
on the transfer record, it must not be
regularly entered.

188. **Weighing:** Shipments received
from connecting Companies should
weighed, and any discrepancy betwee
weight and the weight as shown on th
transfer records should be noted thereo

CAREFUL HANDLING OF FR

189. All express matter must be hand
care that the frailest articles will not be i
in handling should not be sacrificed for

Shipments must not be handled by
dropped or thrown. Care should be tak
them from falling.

190. **In Handling Goods "In Bond,"**
must be used to preserve intact, the cust
seals.

191. **Hooks Must Not Be Used in ha**
trunks, or other articles.

s, Umbrellas, Large Pasteboard Boxes, , must be carried outside of packing

autionary Marks and Labels to Be Ob- shipments marked or labeled "Glass," This side up," "Keep dry," "Handle with th any other precautionary instructions, dled accordingly, and when transferring arked, employes must always call the at- e person receiving them to such marks or

ks Must Be So Loaded that goods will not em. The heavier shipments should be e bottom. Trucks must not be wheeled loor to load or unload until train comes to and must be moved therefrom before the See Rule 241.

l Packages to Be Placed in Packing olding Crates: When hauling or trucking train to train, or depot to depot, or when atter, to avoid damage and expedite all packages should be placed in packing ckage crates.

ting Fruit, Vegetables, etc.: Crates and ruit or vegetables, cases and baskets of st be handled right side up, and should be at ample ventilation will be provided and f the cars will not cause them to fall.

Must Be Loaded in a Secure and Com- r, so that shipments will not fall to he motion of the train. The weight should tributed over the available space.

engers Will Assist Agency Employes in vy, large, or fragile articles, to avoid de- ge in loading and unloading.

AND PROTECTION—GENERAL.

but employes should be allowed behind d of those, only such as have business business hours, offices must be locked and admitted. At principal offices where a t of money or valuables is kept, and an ains at night, the doors should be provided th the usual locks, but also with chain ich must be used when partially opening ertain the identity of any person seeking

Padlocks are to be used on loaded cars not messenger. When cars reach destination, st be removed and waybilled to point of the car is to be again used for Company's hout messenger on the return trip.

ks which do not work easily must not be turned to General Supply Department.

ks and keys thereto must not be left where accessible to the public.

CARE AND PROTECTION—MONEY AND VALUABLES.

201. **Any Unsafe Conditions At An Office** must be immediately corrected; if unable to do so, make full report to superintendent.

202. **Extraordinary Care and Watchfulness Must Be Exercised** in the protection of money and valuables. If proper protection cannot be afforded with the facilities at hand, a detailed statement of the facts must be immedately forwarded to superintendent or route agent, and in the meantime, the best possible protection provided.

203. **Safes Must Be So Placed In Offices** as to be accessible only to the person authorized to use them. When not in use, they must be kept locked and the key removed or the combination completely thrown off. To insure locking, safes must always be tried after the key has been withdrawn, or the combination thrown off. A safe must not be left on what is known as the "day lock."

204. **Care At Night:** Where office is provided with safe and agent or other employe of the express or railway company sleeps or works in office or adjoining room all night, money, financial paper and valuables must be left in safe and safe locked.

Where office is furnished with a safe, but agent or other employe of express or railway company does not sleep or work in office or adjoining room all night, or where no safe is furnished, agent must provide ample protection for money, financial paper and valuables at night.

At any office where large amounts of money are handled or kept over night, not less than two men should be detailed to attend to night work, and must be provided with firearms for defending themselves and protecting the valuables in their charge.

205. **Shipments to Be Waybilled As Soon As Received:** Packages of money and valuables must be waybilled on money waybills as soon as received, and such shipments must be forwarded only by regular messengers, never by baggagemen or conductors, unless authorized by superintendent.

206. **Money and Valuables Must Be Forwarded By the First Messenger** carrying valuables, except that when destined to small offices, such shipments must be forwarded by a train reaching destination in the day time, or route via a larger office, which can afford proper protection over night, with instructions to forward so as to reach destination in day time.

207. **Safe Keeping and Transferring:** Employes must not allow money or valuable packages to leave their possession until deposited in a safe place in office, or regularly transferred to another employe delegated to receive them, for which some form of receipt or written acknowledgment must be required.

208. **Not to Be Held Over Night, If Avoidable:**

Money or valuables must not be receipted for and held over night for forwarding next day, if it can possibly be avoided. When they cannot be forwarded on day of receipt, extraordinary precautions for safe keeping must be taken.

209. **Protection In Transfer and Delivery:** At offices where large amounts of money or other valuable shipments are handled from one train to another or between trains and offices, safes must be used, and not less than two employes, properly armed, should accompany same.

Money or valuables must not be carried to and from depots and offices, or be taken out for delivery unless locked in portable safes, or in grip sacks, or in haversacks securely fastened and carried with strap over shoulder in such manner as not to interfere with the use of revolver.

Packages of money, jewelry, etc., not exceeding $2,000, passing between the city office and depot, may be handled in sealed safes unaccompanied by a guard, but packages of greater value should be accompanied by a reliable and bonded employe as guard, in addition to driver.

210. **Guard Service:** Agents and other employes who believe that special guard service should be furnished on certain trains or at offices or depots when money and valuable runs are heavy should advise superintendent.

211. **Offices Not Provided With Proper Facilities** for the safe keeping or guarding of money and valuables must not accept such shipments from messengers late in the afternoon or evening, when it is known that delivery cannot be made on the same day. Exceptions to this rule may be authorized by superintendent.

CARE AND PROTECTION—FREIGHT.

212. **Matter to Be Protected From Damage and Theft:** Agents must not allow shipments to become damaged or be pilfered while in their charge, but must see that they are carefully stored in a safe place.

213. **All Matter Liable to Injury by Heat or Cold,** water, or other liquid, grease, vermin, etc., should be fully protected.

Oil lamps in cars should be examined, and if found leaking, removed from the bracket, and bowl placed in coal box, and chimney in mail rack, if possible; otherwise bowl should be emptied to prevent oil leaking on shipments. If lamp is lighted, flame should be extinguished before removing from bracket.

214. **All Food Stuffs Must Be Transported Under Sanitary Conditions:** Such shipments, particularly dairy products, dressed meats, etc., should not be allowed to come in contact with anything that may contaminate them.

215. **Re-Icing:** Perishable goods packed in ice must be re-iced when necessary, and notation made on waybill showing where, when and by w was done. Clean ice must always b taken to avoid injury to the proper

Burlaps covering barrels and other not be cut, but removed and again re re-icing has been completed.

Employes should ascertain from th ficer the proper manner of re-icing pe

216. **Protection From Rats and M** depots should not be permitted to with rats and mice; where such cond mediate action must be taken to exte ents.

217. **Protection of Loaded Trucks:** should be protected by tarpaulins i weather, and must never be left stan rain longer than absolutely necessar not be left unguarded at any time.

218. **Picking Up Valuable Freight:** depot is notified by wagonmen of ship value being offered them, which the properly safeguard, special wagon e should be provided.

FIREARMS.

219. **Firearms For Defensive Pu Furnished employes** having money c charge, where superintendent deems it ployes furnished with firearms must al where they can be reached immediately

220. **Firearms to Be Kept Ready** on duty, employes must carry revolve holsters, outside of all clothing and r use. In cars, shotguns must be kept l they will be readily accessible at all

221. **When Local Ordinances or Sta** employes carrying firearms while on d report such fact to superintendent.

PACKING TRUNKS.

r Trunks Are Provided for Small Pack- r messengers having a sufficient number ges of ordinary value, all billed to or lee or route, should enclose them in

Extended Use of Trunks by agents and irged in the interest of protection of f labor for intermediate employes, des- dited handling to and from trains.

s Weighing More Than 20 Pounds ieed in trunks with shipments of lighter

its That Emit Offensive Odors must not nks with inerchandise.

Offices using trunk labels must place end of trunk. Messengers and others th labels must show consignee and des- k on address tags, placing one tag on

ols (on Both Ends) and All Old Marks ed or obliterated before trunk is used

ls for Matter Placed in Trunks should cked at the time it is trunked, and each bear the notation stamped or written, ed trunk No. —— by ———— (office ' The trunk should be sealed and ad- igent or messenger by whom it is to be

ls Not to Be Placed in Trunks: Way- kages enclosed should not be placed in in a sealed trunk envelope (unsealed) agent or messenger by whom the trunk , showing the number of the trunk and ills are enclosed in the envelope. Trunk ould be waybilled "D. H." on prepaid should show number of the trunk and

ls to Be Kept with Trunks: Serious a unnecessary work results from trunks rated from waybills. Employes must. ueh ease to their superior officer for nd placing of responsibility.

s and Messengers Should Open Sealed on Offices or Routes Farther On when int delay to contents. When done, contents must be checked and notation made on waybill showing by whom opened; if contents are retrunked, the new trunk should be forwarded on the waybill of the office or messenger making same. Messengers will refer to such instances in their trip reports, for example: "Opened trunk No. ..... made by ..... on .....;" and described overs and shorts.

236. **Lids of Trunks to Be Kept Fastened:** Lids of trunks when being handled, whether filled or empty, must always be kept fastened.

237. **Rough Handling Forbidden:** Packing trunks must not be dropped or thrown or turned end over end.

238. **Empty Packing Trunks** must be opened and searched to see that all shipments have been removed from them, and when waybilled must not be diverted without authority of superintendent.

239. **Bad Order Trunks** should be plainly tagged (on each end), "Repair Shop, Supply Department, Chicago," and waybilled accordingly, showing the number of the trunk on the waybill, and notation on both tag and waybill, "For Repair." Offices or messengers supplied with bad order trunk labels should use them in accordance with instructions appearing thereon.

240. **Not to Be Used for Storage Purposes:** Packing trunks must not be retained for storage purposes or for the personal use of employes. They should be kept where not accessible to the public.

FOUR WHEEL TRUCKS.

241. **Handling Trucks:** Care must be taken to avoid injury to persons, when backing trucks to car doors or pulling them from cars. Employes must see that there is no one in the way. See Rule 194.

242. **Trucks Not to Be Left Within Six Feet of Railroad Tracks:** Trucks loaded or unloaded must not be left standing on station platforms in the way of passengers or within six feet of the railroad tracks when platform space will permit of their being kept at a greater distance, either before or after departure of trains.

CHECKING.

248. **Checking Waybills** consists in comparing the entries thereon with the shipments, to see that no article is missing, that all are in good order, and that the number and description of the articles, amount of C. O. D., value, consignee's name and address, the destination, and the advanced or prepaid charges marked on the shipments agree with the waybills. If the shipments agree in the above particulars with the entries on the waybills, the employe must place his check mark, which must be an initial letter, opposite the entry on the waybill. If any discrepancy is found between the waybill description and the shipment itself, explanatory notation thereof must be made on the waybill and signed by the employe making it.

249 All shipments should be checked immediately upon arrival.

250. When shipments are transferred from the custody of one employe to another, each shipment must be compared with, and checked on the waybill, delivery book, or other record on which it is entered. The check should be made at time of transfer.

251. Passing a waybill without checking it will be presumptive evidence that all the articles waybill calls for were received, unless there was not sufficient time to check, and such fact is noted on waybill or other record.

252. When checking baggage and other freight which is not sealed, and should be sealed, employes must note the absence of seals on the waybill, by writing after their check marks "Not Sealed." If seals are in bad order, the notation, "Seals Broken" should be made on the waybill and waybill record, and bad order report rendered.

253. When checking shipments consisting of more than one piece or crates containing live animals, the number of pieces or animals must be shown opposite the check mark.

254. Check marks or delivery book numbers or stamps must not be placed over the entries on a waybill.

255. Employes must not check an entry on a waybill without seeing the shipment.

256. All outbound freight must be checked, if possible, before leaving the billing office.

257. An "out" check of a shipment previously checked consists in crossing the initial check "C" with a tick check, thus: ¢

258. Freight that has been checked when received, must, if time permits, be "out checked."

259. "Out Checking" or verifying the original check should not be done until just previous to the transfer of waybills and shipments. This is especially important in "out checking" money runs.

260. When it is positively known that a shipment has gone forward ahead of the waybill, th should be endorsed "Ahead by Mess.....: train.....date.....," and sign ployé making it, showing his office or route. with such notations properly signed may without checking, but if the notation "Ah is not signed, employes must check goods as

261. When a shipment or part thereof waybill is not received, or not already marked or "ahead," employe checking must end bill, "Short from.....," part of shipment is short, indicate by the articles short), show office and date, or train number and date, and sign his name th

262. Substitute waybills must be issued fo ter found without waybills; when a money or package is found without waybill, the substit bill should be marked "Money" and telegraph given to agent or messenger from whom rece to superintendent.

263. **Shorts:** When an agent or messenge a money or valuable package not previously short, in addition to making the required n waybill, he must immediately telegraph the f agent or messenger from whom the waybill ceived and also to superintendent, writing th lars to both by next train, enclosing complet the waybill.

264. Written notice of goods short, unle explained on waybill, must be given on "Shor by first train, to the agent or messenger fr short. Such notices should state if the wa checked "O. K." by the agent or messenger and copies of such notices must be kept by th sending them.

265. If missing shipment was checked by employe from whom run was received, a c amination of all shipments in the run shed to discover if the missing shipment ha lodged in some crate, basket, other packa hind steam coils. At terminal points, cars, safes used by incoming messenger should ately and carefully searched by employe for that purpose.

266. On stage routes, when matter carri the treasure box is short, agents should at o thorough search of stages, stage offices, st and if not found, notify in writing the st and the route agent or superintendent.

267. **To Locate Shorts:** When a shipme and consignee is known, agent should acco him the nature of the contents and write and Short Department, care of claim agent if over without mark with any claim agent.

268. When it has been definitely determi shipment has been lost or destroyed, writi

of must be immediately given both consignee and per, if known, on "Notice to consignee and ship- of goods lost or destroyed," except that claim it will issue the notice in event the loss or destruc- is due to wreck, fire, flood or burglary.

BAD ORDERS.

. Bad Order Money and Valuables Defined: ey and valuable packages, sealed bags, bags of , and sealed safes are considered in bad order when seal is broken or disfigured; when the package, or safe is without seal, when envelope or wrapper en, the contents exposed, or the package crushed, then shipment is in a condition to warrant the be- that contents or any portion of same might or could been taken out.

. When a Money or Valuable Shipment is nd to Be In Bad Order by the employe receiving it, must open it and count and invoice the contents in presence of another employe, or some responsible reputable person. He must then reseal the package e prescribed manner, note the particulars of the nction, with its date, upon the waybill, and state ritly whether or not the contents were found to spond in amount with that originally marked on package. The notation must be signed by the n witnessing the count and invoice, as well as by mployee making it, who must also render "Bad r Report." The original envelope or wrapper the seals must be carefully preserved intact and to superintendent, with copy of waybill and full ticulars.

it is necessary to reseal money or valuable pack- er bags, it must be done in such a way as to pre- the original seals intact.

1. When a Freight Shipment Is Found In a aged Condition, crushed, untied, with seals broken, ng or rattling, wrapper torn or otherwise in bad , no matter how slight the damage may seem, it be examined and contents checked against invoice o or more employes, if possible. An exact de- ion of the damage must be entered on the waybill, red by name of the office or messenger from whom ed, train number and date and be signed by and name of the employe checking, with name of or route, unless stamp on waybill indicates at office, or on what route the party making the ion is located. "Bad Order Report" must be in duplicate; original of which should be at- d to the waybill, and duplicate sent to super- dent in whose division shipment is found in bad . Copy should be retained by office making t.

. To Prevent Further Damage, the shipment d be put in condition for safe carriage. Ship- s held over for this purpose without original waybill, must be forwarded on substitute waybill, bear- ing notation; "Repaired," "Rewrapped," or "Re- sealed," as the case may be, and also show name of office and employe repairing same.

273. **Bad Order Shipments Found By Messenger:** If shipments found in bad order by messenger can- not be repaired by him, they will be put off at a point, where, in messenger's judgment, they can be given proper attention, provided messenger cannot make de- livery at destination.

274. **Inventory to Be Made By Agent and Verified By Consignee:** When a shipment is received in bad order at an office, it should be carefully weighed, in- voiced and properly repacked or rewrapped; all orig- nal marks and labels should be preserved and placed on the outside. Agent should accompany the ship- ment when offered for delivery, and check his inven- tory with consignee's invoice to ascertain extent of loss or damage. If invoice cannot be produced, consignee should be requested to check contents of shipment against inventory made by agent and acknowledge its correctness thereon.

275. **Bad Order Shipments In Transfer:** Shipments in bad order must not be accepted in transfer from other carriers until they are put in such condition as will prevent further damage en route. Full notation re- garding character of bad order and condition of ship- ments must be made on transfer record and waybill.

When a shipment offered in transfer by another Company bears evidence of having been rewrapped, recoopered or otherwise repaired, the employe of this Company receipting for the transfer should require the employe of other Company to endorse such in- formation on waybill and transfer record, if it does not already appear thereon.

276. **Advice of Shortage or Damage Received After Delivery:** If shortage or damage is reported after de- livery, ascertain the extent thereof, securing invoice, if obtainable.

277. **Complete Copies of Waybills to Be Made Cov- ering Short or Damaged Shipments:** Before sending waybills to auditor of express receipts, agent should make and retain copies of all waybills upon which short or damaged shipments are entered. The copies should show all notations, check marks, messenger's route and transfer stamps, etc., all of which should ap- pear in same place and in the same form as on original waybills. Original waybills must not be retained.

278. **Shipper to Be Advised of Improper Packing:** When an agent receives a duplicate "Bad Order Re- port" covering a shipment originating at his office, and it shows that shipment was not properly packed, he should call on shipper and explain that bad order and damage is the result of improper packing and wrapping, and could be avoided if shipments were securely packed and wrapped.

279. **Handling of Bad Order Report By Destination Agent:** "Bad Order Report" should be detached from the waybill by destination agent, extent of damage determined, entered thereon, and the report filed awaiting claim; if presented, the report should be attached to the claim papers.

If a "Bad Order Report" is not received, agent should make one in duplicate, giving full information, file the original awaiting claim, and send the duplicate to his superintendent.

When a "Bad Order Report" shows that a shipment was improperly packed, agent should bring the matter to the attention of consignee, and request him to so advise shipper, with a view of future shipments being properly packed.

280. **Handling of Original Bad Order Reports Covering Shipments Destined to Claim Bureau Headquarters:** Agent at claim bureau headquarters should detach "Bad Order Reports" from waybills covering shipments destined to that office and complete them as per Rule 279 above, and at the close of each day, mail all such reports to claim agent.

OVER WITHOUT MARK.

281. When shipments or loose articles, other than perishable matter, are found Over Without Mark to indicate name of consignee and destination, they should be weighed at time found and inventoried on "Report of Goods Over Without Mark," (by two employes, when possible), which should be copied and sent to Claim Agent. Shipment should be carefully rewrapped or otherwise repaired to prevent further loss or damage to contents, marked to show by whom and where found, addressed to Over and Short Department, care of claim agent in whose territory found, and promptly forwarded, waybilled on prepaid form, with notation, "D. H. Co. B."

282. Perishable matter Over Without Mark should be sold to best advantage.

IDENTIFICATION.

283. **Strangers Must Be Identified.**

284. **Fraudulent Consignees:** Employes must always be on their guard against fraudulent consignees, especially when delivery of money or valuable shipments is involved.

285. **When Consignee Is Unknown,** personal identification by some reliable person should be secured when possible, in which event, party identifying should be required to sign on delivery record with consignee, thus: "Identified by G. B. Wilson."

286. **Employes Must Use Their Best Judgment** in respect to identification and unless fully convinced of claimant's identity, must decline to make delivery and report the circumstances to agent or superintendent.

287. **The Utmost Courtesy must at all** served in requiring identification.

288. **Identification by Telephone or Tel** not be accepted; nor must identification communication in any form be accepted signature thereon is positively known to

289. **Strangers and Newcomers With** Names: Employes must refuse delivery or newcomer who claims to have the same person or firm well known in the town, unl disclaims ownership and the claimant both his identity and ownership. If clai do this, the particulars, including name should be telegraphed to forwarding office tions requested.

290. **If Consignee Is An Entire Stran** place, and is unable to obtain personal id he must furnish conclusive evidence that has been made to him; he must correctly contents of the package before it is agent, and if trunk, bag or valise, must key He must also produce and surrend ping receipt if in his possession. If agent doubt as to the party being the proper co goods must be held and superintendent ing full particulars.

291 **Records of Identity to Be Kept** record must be made in every case to show fication was provided.

DELIVERY OF FREIGHT.

292. **Every Effort Must Be Made to M** Delivery of all express matter immediate rival at destination.

293. **Where Delivery Service Is Provide** must, in every instance, be offered for within delivery limits) at consignee's shown by marks on the shipment, or at known to be that of the consignee.

294. **Prepaid and Collect Delivery Sh** Used: Where delivery service is maintain ments bearing prepaid labels, should be Prepaid Delivery Sheets, and all shipme collect labels should be entered on Colle Sheets.

295. **Delivery to Be Made to Address G** When delivery records are written from entries must be carefully compared with t on the shipments, and if there is any disc addresses on the shipments should be co correct and be entered in full on the deliv If, for any reason, delivery is made at a dress, the exact place of delivery must be consignee's signature.

296. **Separate Lines to Be Used For C. O. D. and Shipper's Name:** When writ records covering C. O. D. shipments, e

ed for amount of C. O. D. and shipper's ldress, and the amount of return charges, none, the notation, "No R/C" (no charges **ed from consignee for return of money) ered directly above the amount of the**

Columns of Delivery Records Must Be led in and the date and time of delivery ectly shown.

ments to Be Checked Against Delivery ren entered on delivery sheets, each pack- checked for in ink or indelible pencil, and r record of each sheet must be passed to er designated employe, showing to whom delivered.

ipts Must Be Taken from consignees on y's regular delivery books or delivery ne of delivery.

ing Delivery Records: Receipts may be ink or indelible pencil. When a rubber d, the person using it must be required to ame thereafter, thus: "Jones & Smith tamp) per R. A. Brown, (written)."

s to a company, bank or firm must be re- by its duly authorized officer or employe, add his title.

ter Addressed to a Firm, Company or Cor- st be delivered only at their known place and then only to a person known to be duly o accept it.

ivery to Be Made Only to Consignee or On der: Delivery of matter must not be made than the consignee or on his written order, rovided in Rule 304.

en Matter Is Addressed In Care Of a per- firm, company or corporation, it must be o such person, hotel, etc., in which case, t be taken from the employe duly author- ept and receipt for express matter, who equired to sign thus: "Blackstone Hotel, tone, Cashier; Remington Typewriter Com- t. A Brown."

tter Addressed to Persons At, But Not Care Of a hotel, firm, company or corpora- e delivered to the party addressed, when herwise to the employe of the hotel, firm, corporation duly authorized to accept and express matter.

ployes Not to Sign Receipt For Consignees: re prohibited from signing, either by power or otherwise, the names of consignees to f consignee cannot write, he should make nd employe write the name, thus:

is)
X Jones, Witness: (here employe will
Mark) write his own name.)

306. **When a Consignee Has Failed, or Been Declared Insolvent or Bankrupt,** agent must stop delivery of all business shipments addressed to such person or concern, notify shipper and superintendent with full particulars and await instructions.

307. **Charges to Be Collected In Full:** All express charges, unless prepaid, must be collected in full upon delivery, unless otherwise authorized by superintendent. Amounts of C. O. D's and Collections must be collected in full upon delivery. Checks (unless certified by the banks on which they are drawn), certificates of deposit, drafts, etc., must not be accepted in payment of C. O. D's or Collections, unless shipper so instructs, in which case the check or other paper must be made payable to the order of the person in whose favor the collection is made and not to the order of the Express Company.

308. **Return of Goods to the Company After Delivery:** If charges were not collected at time of delivery and consignee afterwards refuses to pay, but offers to return the goods, or if charges were collected and consignee desires to return the shipment to the Company and recover charges, agent must decline and superintendent must be immediately notified.

309. **Special Instructions Received With Perishable Shipments** must be promptly complied with if delivery cannot be made to consignee, regardless of any request of consignee or his promise to accept delivery later.

310. **Collection of C. O. D's, Etc., On Shipments Received On Substitute Waybills:** Before delivering a shipment which is received on substitute waybill, it should be carefully scrutinized for C. O. D., advances or duty marks, etc. Any amount indicated by such marks should be collected at time of delivery. The substitute waybill on which the shipment was received should be endorsed to show the amount collected, and whether C. O. D., advances or duty, etc.

311 **Delivery to Stage Drivers For Consignees On Their Routes:** Except where specially instructed to the contrary by superintendents, agents at points from which stage lines operate should not deliver any business to stage lines unless they have written orders to do so, known to be genuine, from consignees. C. O. D. shipments in such cases must not be forwarded on order of consignee, until C. O. D. and all charges are paid.

To avoid delay, agents should suggest to stage owners, mail carriers or others carrying express matter that they obtain general orders from all parties on their respective routes authorizing delivery to such stage owners, etc. Agents receiving orders must file them for future reference.

312. **Final Disposition of Every Shipment to Be Shown:** Employes must note on delivery record the final disposition of every shipment for which they have no receipt.

STOPPAGE IN TRANSIT.

313. When shipper requests the Company to stop a shipment in transit (C. O. D. or otherwise), before delivery to the consignee, or to surrender same at point of shipment after receipt has been issued, shipper must be required to execute agreement for stoppage of goods in transit. In case the shipper is unknown or irresponsible, the agent must require one or more well known and responsible sureties to sign with him.

Form of Agreement for Stoppage of Goods in Transit:

....191....

Agent, Wells Fargo & Company Express at.....

.....The undersigned shipped by Wells Fargo & Co. Express from.....

On..... 191... Shipment consisting of.....

.....

Marked .....

.....

Please use all available means to stop for.....

the above mentioned articles before delivery to consignee, and (Insert here Disposition).....

.....

.....

and in consideration of your efforts in.....

behalf.....hereby agree to pay all your charges and to indemnify Wells Fargo & Company and yourself against, and to save said Company and yourself harmless from any suit or legal proceedings, loss, damage, liability, expense, counsel fees, cost and charges arising from or caused by your complying, or attempting to comply with this request.

The meaning or intent of this agreement being that you are to act as.....agent in this transaction, but are not to be liable for failure to stop the above mentioned property.

To be signed by person or firm shipping,
and sealed with wax or wafer.

..... (L. S.)
..... (L. S.)

After execution of this indemnity agreement, agent may give the required instructions; if by telegraph, at the expense of the shipper. When goods are returned, a receipt must be taken for same.

TONNAGE.

314. The term "Tonnage" as used in the express business refers to matter carried by one express Company for another between certain designated points, after having been authorized by an official of the carrying Company.

Matter carried by this Company for another Express Company under tonnage arrangement must be given the same care and protection as this Company's matter. Employes should check the waybills with the money, valuables and freight, and compare waybills with "Tonnage Abstract," making all p tions thereon. Particular care should stamping waybills to insure clear and leg sions.

315. The Company for which tonnage be performed should make delivery at the carrying Company, and place the matter ready for loading into cars. The carryin should load and stow the business in its warding point, and should unload the trucks at destination; and the Company fo business is carried should receive such bus trucks upon which it has been unloaded from the depots as soon as possible after trains.

316. The Company for which the tonnag being performed should have the privilege, of loading its matter into or out of carrying cars.

317. Money and valuables should not for carriage under tonnage arrangement wh in another Company's sealed bags, value trunks, unless a record of the contents is side of such sealed bags, values, safes or t

(Instructions regarding abstracts and su matter carried under tonnage arrangeme found in the Labeling, Waybilling and Section.)

RETURNED AND REFORWARDI

318. **Returning and Reforwarding Ship On Hand:** When requested to have sh turned or reforwarded which are on hand agents should exercise great care to gu mistakes and impositions of persons wrong ing to be the owners.

Shipments returned or reforwarded marked with the new address, leaving the dress crossed off, but not entirely erased package should be weighed at time of rebil

When prepaid shipments are reforw charges to be collected, care should be exe that all "Paid Marks" are crossed off, but erased, to prevent agent at destination del and accepting paid mark in lieu of charge

When collect shipments are returned or with accrued charges to be collected in ad press charges, care should be exercised amount of advance charges is plainly show age near the address. The presence of old satisfy consignee as to occasion for additio

319. **Shipper's Orders to Be Endorsed** Agents must disregard shipper's orders t reforward shipments unless endorsed by ag ping office. If such orders are received the shipper, they must be sent to agent origin for his approval. Agents should such orders unless shipper is known to be

. **Orders to Return or Reforward to Be Filed:** s to return shipments or to reforward to an- destination must be carefully filed.

. **Returning "Empties":** Every effort must be to return all "empties" promptly to point of by first available train.

. **Returning Money and Valuables at Forward- ffice:** Shipments of money and valuables may be ned to shipper by forwarding office when the er or his authorized representative so requests, if shipment has not been sent forward, provided the n requesting the return of the shipment is known the shipper or his authorized representative. In esses, Rule 313 should be complied with.

. **Reforwarding Money and Valuables From nation Office:** Shipments of money and valuables not be reforwarded from original destination ex- upon written order of agent or official of the Com- ; or upon order of the shipper or his authorized ntative, or of consignee or his authorized rep- tative, properly endorsed by agent or official of Company. Agent or official must not issue or en- such orders unless the person making the request own to be the shipper or consignee or his au- ized representative.

. **Returning Money and Valuables To Shipper:** ents of money and valuables must not be re- d to the shipper except upon written order of t or official of the Company, or upon order of the per or his authorized representative, properly en- d by agent or official of the Company. Agent or al must not issue or endorse such orders unless known that the person making the request is the fide shipper or his authorized representative.

UNDELIVERED.

. **Notice to Be Sent to Consignee:** If for any n, a shipment cannot be promptly delivered, a l card notice must be immediately mailed to the gnee at the address shown on the shipment; if, ver, present address of consignee should be n, a second notice may be sent to such address. ch notice must, in every case, be mailed within ty-four hours after the arrival of the shipment and rdless of the fact that verbal or deliveryman's no- may have been given.

. **Issuing, Recording and Mailing Notices:** The of mailing postal notice to the consignee must be red in the on hand record, and the employe who ed the notice must initial the entry in on hand rd so that he can, if called upon, testify to having ed the notice. It is important that the making and ing of a notice and all the entries connected there- , be made by the same employe.

. **Copies to Be Kept and Returned Notices d:** Carbon or impression copies of all notices to ers and consignees must be retained. Returned postal notices should be compared with marks on ship- ments, and if a notice was incorrectly addressed, a no- tice correctly addressed must be immediately mailed. All returned notices should be attached to On Hand Cards or filed.

328. **Notices to Shipper:** In addition to the notice to consignee, a postal notice must be immediately mailed to the shipper, if his name is known, giving reasons for non-delivery and requesting disposition.

329. **If Shipper's Name Is Not Known,** or if he does not respond to postal notice, "Agent's Notice of Goods On Hand" must be sent to agent at shipping office.

330. **If Not Possible to Dispose of Undelivered Ship- ments** in the above manner, superintendent should be advised.

331. **Deliverymen Must Not Retain The Delivery Record** of one day in order to take receipt thereon for shipments to be delivered the following day. If for any reason, a shipment cannot be delivered and is to be offered the following day, it must be receipted for by the on hand clerk or other authorized employe with the notation, "Carried forward." The entry on de- livery record should then be carried forward to the record of the following day, with notation to show that it is of the preceding day's business.

332. **Undelivered Shipments to Be Entered In On Hand Record:** Shipments remaining undelivered one day, unless "carried forward," must be transferred to the on hand record. Entries must be made direct from marks on the shipments.

333. **Driver's Memorandum of Non-Delivery to Be Affixed To Shipments:** Shipments returned to office by deliverymen to be placed on hand must bear stub of "Driver's Memorandum of Non-Delivery" properly filled in or be endorsed showing reason for failure to effect delivery.

334. **Shipments Not Worth Charges Undelivered:** If any shipment for which the classification requires prepayment or a guarantee of charges, remains on hand with charges "Collect" and the shipping office when notified, fails to give prompt disposition, a Debit Trans- fer Waybill must be issued for the charges, to reach shipping office within sixty days of the date of the shipment. In case of subsequent delivery, charges must be collected and shipping office notified.

335. **Refused or Otherwise Undelivered** ship- ments (other than C. O. D.), must not be returned to shipper except upon his instructions endorsed by agent at forwarding office, or upon authority of an official of this Company.

336. **Butterine or Oleomargarine** remaining on hand must not be offered for sale, as this is regulated by federal license. Shippers must be notified of non-delivery and in- structions awaited.

SALVAGE.

337. **Definition of Salvage:** The term "Salvage" as used herein covers matter refused, Over Without

Mark, etc., for which claims have been or may be paid, and amounts realized from the sale thereof.

338 **Sales to Be Authorized by Claim Agents:** All sales of salvage will be authorized by claim agent on "Claim Sale Order."

339. **Sales of Perishable Matter** may be made if necessary, without claim agent's advance authority; such sales will, however, be confirmed by issue of "Claim Sale Order."

340. **Conditions Under Which Perishables Should Be Sold:** Perishable matter should be sold to the best advantage when it is over without mark to show names of consignee and shipper; when it is delayed and bears name of consignee, but the time necessary to effect delivery would result in a material loss, when it is refused on account of conditions for which this Company is responsible; or when it bears name of shipper only and time will not permit of securing his instructions

When perishable goods of value not exceeding $10 cannot for any reason be delivered, they should (unless other instructions accompany them) be disposed of to the best advantage, and shipper immediately notified. Goods should not be sold to consignee at less than the invoice price, or turned over to him to sell, if it is possible to otherwise dispose of them advantageously.

If the value exceeds $10, shipping office should be notified by telegraph. If the condition of the goods will permit, they should be held a reasonable time for instructions before selling. In handling this class of shipments, agents are expected to use good judgment. The cost of telegrams should be deducted from proceeds of sale.

341. **Disposition of Claim Sale Order and Proceeds of Sale of Perishable Shipments:** After a sale has been made, the "Claim Sale Order" should be completed and returned to claim agent. The proceeds should be taken up on "Miscellaneous Debits," listed separately by number and amount under the heading, "Proceeds from sale of refused and unclaimed ex press."

342 **Accrued Charges on Shipments Sold:** When a shipment is sold, the charges must be deducted from the proceeds of the sale If shipment is sold for less than charges, "Agent's Deduction Voucher" must be issued for the deficit, and sent to claim agent for approval. If claim has been paid and shipment cannot be sold, but is worthless, "Agent's Deduction Voucher" must be issued for all of the accrued charges, and sent to claim agent for approval

343. **Commercial Consignments to Agents for Sale:** It will not be necessary to make "Report of Shipment Sold" to claim agent covering commercial consignments sent to agents for sale, but agent should remit net proceeds by money order direct to shipper with "Report of Shipment Sold" if turned over to any one for sale, "Account Sales" must be obtai tached to "Report of Shipment Sold."

344. **Amounts Realized From the Sale o Matter** should be placed in suspense and Shipment Sold" covering each shipment, claim agent, who will issue "Claim Sale cept that if sold on account of being refu livered as result of a cause for which the not responsible, the net proceeds should be money order direct to shipper, if known, w of Shipment Sold" attached. If shipper' not be determined, money order must be is proceeds in favor of claim agent, and Shipment Sold" issued and sent to claim money order attached.

345. **Sales of Other Than Perishable** not be made except upon authority of When "Claim Sale Order" is received, a make the sale, unless there are good re contrary, in which case, claim agent should

346. **Shipments of Cigars and Tobacc** main on hand undelivered, when put up in ages, branded or marked, labeled and stam sold upon shipper's instructions when a agent at forwarding office, or upon author agent, without payment of any special tax

347. **Sale of Undelivered Liquor:** Un eral statute, distilled spirits, wines or mal maining on hand, may be sold where suc sold in one parcel only, (that is, each ship tact), or at public auction in parcels n twenty wine gallons. Sales in this mann can be held only where the local state law does not prohibit, and it is necessary with the local law as well as the federal law ject.

348. **Application of Proceeds:** Proce sale of goods must not be applied to specif

349 **When Money Orders and C. O. D.** ering the sale of perishable matter, etc., are shipper, they should be sent to claim age information in respect to the consignment

MONEY AND VALUABLES

350. **Money, Bonds and Securities to Be Office by Shipper:** Packages of money, b curities must be delivered to the Company shippers. Agents, however, may permit dri for coin or bullion too heavy to be carrie but a representative of the shipper must and retain custody of such shipments until d him to receiving clerk duly authorized t such shipments at the Company's office.

351 **To Be Addressed and Sealed** Every package containing money, bonds curities, valuable papers, jewelry, tobacco

s certificates, should be addressed and sealed by per; employes should not accept such shipments s so sealed

shipper is unable to write, agent may address the money envelope, but in all such cases, shipper must e some mark on envelope which will enable him to tify it.

2. Envelope or Wrapper Must Be One Piece: n an envelope or wrapper is used for enclosing ey, it must be made of one piece of paper. Labels ing address, instructions, or any other matter must be pasted thereon.

3. Must Not Be Enclosed With Merchandise: ey, jewelry, or other valuables must not be ac- ed if enclosed in packages with ordinary merchan- , but must be put up separately in a sealed pack- with value marked thereon.

4. Packing and Sealing Jewelry and Watches: elry, watches, and similar articles should be packed ardboard or wooden boxes, securely sealed, and ld be addressed by the shipper.

5. Shipments On Money Waybills to Be Sealed: hipments carried on money waybills, except medi- should be sealed.

6. The Term "Seal" or "Sealed" in Express , does not imply the use of mucilage, wax or like ances simply to fasten a parcel or package, but s a legible impression made in wax with the Com- 's office seal, or the private seal of the shipper, , if tampered with, would be easily detected. wax thinly spread gives the greatest protection; k seal wastes the wax and is not as secure as a ne.

7. When Shipper's Seal Is Used: When money ered for shipment sealed with shipper's seal, it not be counted by employes, but must be enclosed mpany's money envelope by shipper, who must nter thereon the exact amount enclosed, fully n the envelope, sign his name thereon in space ed for that purpose, and thoroughly gum down p.

en the shipper's seal is used for sealing packages welry and other valuables, employes must not contents or use Company's office seal.

8. When the Company's Office Seal is used for g money and valuables, the contents must be ed or verified by the employe in the presence of hipper Any money which is counterfeit or not nt should be rejected and the identical money ed from shipper forwarded

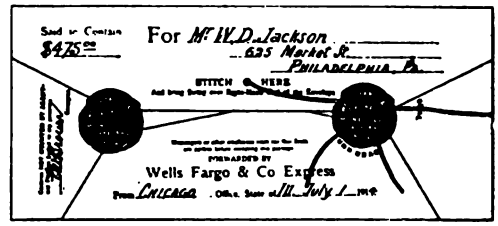
9. Seals Stamped With Coins, heads of rings, etc., no value and all shipments bearing such seals d be resealed in the presence of shipper.

10. Amounts of Over $10 in Silver, or $200 in Gold must not be put in envelopes or coin wrappers, must be enclosed in bags and sealed

361. Envelopes to Be Used For Currency: Currency should never be put in packages or bags with coin, but enclosed in regular money envelopes.

362. Stitching and Sealing Currency Shipments: The exact amount of currency contained in a package or an envelope must be plainly marked thereon, and shipment must not be receipted for until it is properly packed, addressed, stitched and sealed. The shipper must write his own name in ink on the package.

Every envelope containing currency must, in the presence of shipper, be stitched and sealed in the following manner: Pass the string through the envelope and contents, then around the right hand end and tie so that the seal can be placed over knot, as illustrated below.



A seal should not be placed over the perforation through which the string is drawn, as the wax may permeate and damage the contents.

363. Bulky Currency Shipments: A shipment of currency which is too bulky to be enclosed in one of the Company's money envelopes must first be securely tied with string and then enclosed in strong paper wrapper and be properly sealed. Other currency shipments must be enclosed by the shipper in one of the Company's money envelopes.

364. Sealing Bonds and Valuable Papers: The Company's regular form of money envelope requires two seals. If other envelope is used by shipper for enclosing bonds, stocks, or other valuable papers, such envelope must be sealed in five places, in the center, and each of the four corners of the envelope or package.

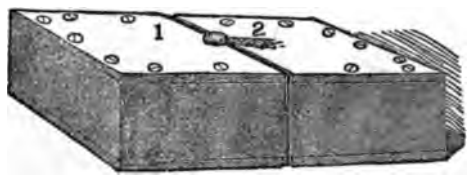
365. Gold and Silver to Be Weighed: All shipments of gold and silver coin, bullion and gold dust must be carefully weighed in pounds and ounces, (avoirdupois) when received, and the weight must be marked on the shipments and entered on the waybill. The numbers on bars of bullion must also be shown on waybills. If the forwarding office should neglect to enter the weight or numbers of bars, the next receiving or transfer office must do so.

Note—$1,000 in U. S. gold coin weighs about 3 lbs. 8 1-16 ozs. net (avoirdupois). $1,000 in U. S. Standard silver dollars weighs 58 lbs. 11 ozs. net (avoirdupois) $1,000 in U. S. subsidiary coins

(halves, quarters, dimes) weighs 55 lbs. 1 1-3 ozs. net (avoirdupois).

366. **Large Shipments of Gold and Silver Coin:** Gold coin in amounts exceeding $5,000 and silver coin in amounts exceeding $1,000 must not be accepted in bags. Sums in excess of these amounts should be packed in boxes strapped with iron, the top and bottom screwed, plainly sealed over the screws with the shipper's seal, and the weight and amount enclosed marked on the outside of the box.

In the absence of strap iron, the top and bottom must be screwed and sealed as above, and shipper must counter-sink a channel (an ordinary saw cut is ample) around the middle of the box and place a wire therein, drawing it tightly and twisting the ends together in the center of the lid and sealing, as illustrated below:



1. Wire in channel.
2. Ends of wire twisted and sealed with shipper's seal.

367. **Gold Bars:** Shippers should avoid putting more than one gold bar in a package. When bars are in boxes, lids should be screwed on and the screwheads counter-sunk and properly sealed with wax.

368. **Gold Dust** in large quantities must be put in strong and well sewed canvas bags, except small lots, which may be shipped in buckskin bags wrapped in stout paper. Tin cans must never be used. Shippers must be required to seal all such shipments. In no case must a receipt be given for weight only, but in all cases, the value must be declared.

369. **Receipting:** Money and valuable packages must not be receipted for until properly sealed. The Company's regular form of money receipt, (except as provided in next succeeding rule) must be issued, properly filled in, signed with ink, properly dated, and have the value written in full—not entered in figures. Before signing receipts prepared by shippers, employes must see that these requirements are strictly complied with.

When receipting for money shipped by the United States Government, the government's special form of receipt adopted for the purpose may be signed in lieu of the Company's regular form of money receipt.

370. **Refuse If Value Is Not Declared:** Packages marked "Valuable" or "Valuable Papers" must be refused unless shipper declares the value.

371. **Under Valuation:** When the reason for believing that a shipment of gold dust, bullion, or negotiable securiti ceipted for at less than actual value be valuation by the shipper, the forwardi note his suspicions on the waybill, and th tination on delivery of shipment, must signee to open and verify contents in his it is gold dust or bullion, ask for the t found to be under valued, collect the p on the excess, reporting all facts to a with copy of waybill.

372. **Money, Bonds or Other Securiti of $500** and over must not be accepted unless the person who delivers same at of delivery, writes his name in ink upo where it will not interfere with the addr ploye signing the receipt must also sign h the shipper's, on the package and in his p

373. **Shipper to Keep Record of Se** ployes should request all shippers of sec a record of the numbers and a descripti tents of packages to aid in recovery in ca

374. **When the Shipper Is Also the** currency, coin or valuable packages, be quired to affix his signature to the packa ing tag to assist in identification.

375. **If Consignee Is Unknown:** Ship packages should be requested to furnish or a description of consignee, if there i of the latter being unknown. Such si scription should be enclosed in an enve billed "free" to the agent at destinatio

376. **Not to Be Accepted to Be Put** Money or valuables must not be accepte en route at a point where there is no ex

377. **Gold and Silver to Be Weighed Point and Destination:** All shipments of coin, bullion and gold dust must be wei fer points if time permits. Any varia must be noted on waybill and signed b weighing. Destination office must verify each package, and if there is a discrepa employe must witness the check of co signee. See Rule 365.

378. **Receipts Between Employes:** valuables, or other matter that is or sho on a money or valuable freight waybill from one employe to another, a receipt form must always be taken.

379. **If an Item Is Erroneously E** record of waybills, it may be cancelled b bills are receipted for, but explanatory be made on the record by and in the na ploye writing the original entry.

380. **Record of Waybills Not to Be** der no circumstances must any changes

ecord of waybills after the waybills have for. A new receipt must be taken for shipments and waybills.

ag: When time will permit, employes y and valuables are transferred or de- compare the waybills with and check the record, making proper notation discrepancy, and check on the waybills nt.

cking money and valuable packages, , all seals, sides and ends must be care- to see that they are in perfect condi- the impression of the seal on the wax stinct, and that packages bear no evi- been tampered with.

ges of money envelopes should be per- from any appearance of mucilage, and closely gummed down, and show no ing been raised.

employe receiving transfers of money must see the shipments for which he er completing checking, must count the ay know positively he has received the ich he has checked and receipted.

Time Will Not Permit of Checking, engers must prepare a detailed mani- , which, with money waybills, must be ed around the package, that quick de- made.

Forwarding or Receiving a Money Run, allowed within reach of the packages, loyes checking the run.

rring Money Runs: Employes offer- nter on the waybill record all waybills ed, making a separate entry of each. onstituting the run must be bracketed opposite the bracket of the number ills, number of safes, number of sealed of outside packages or bags of coin, er valuables, and number of freight emorandum must also be made on the waybill of the bundle, showing the same d designation made on the waybill rec- the waybill used for the purpose, that ly referred to by employe receiving

Runs Must Be Handed to Messenger or o circumstances must money or valu- e thrown into or from moving cars.

ing for a Money Run: The employe re- must, at time of signing therefor, com- andum on back of outside waybill with bill record, and also verify by actual er of waybills, safes, sealed bags and s as shown by memorandum.

s for All Waybills Transferred must be on the line opposite the last entry on the waybill record. The employe giving the receipt should note above his signature the number of money waybills and the number of freight waybills received.

391. **Currency Envelopes Not Stitched When Transferred by Another Company:** Envelopes containing currency offered in transfer by another Company, when not stitched, must, before receipt is issued, be stitched, if possible, and sealed in the presence of the person offering same, who must be required to sign his name close to and underneath the new seal, care being taken not to deface or destroy any seals already on the package.

392. **Money Runs Not to Be Checked to Messengers Earlier Than Necessary:** At terminal points, money and valuables must not be checked to messengers earlier than is necessary before departure of trains.

393. **Merchandise Rules to Apply When Pertinent:** The rules governing the receipt, transfer and delivery of merchandise, are also applicable to money and valuables, and insofar as they are pertinent, they must be observed in the receipt, transfer and delivery of money and valuables.

SEALED BAGS, VALUES AND SAFES.

394. **Sealed Bag or Value to Be Made for Six or More Pieces:** When an agent or messenger has six or more money or valuable packages, destined to the same office or transfer point, they should be enclosed in a sealed bag, or valuable package envelope, (hereafter termed a "sealed value"), or safe, addressed to agent at such point. Only perfect bags and envelopes must be used. Bags must not be used inside out. Packages must not be crowded into one bag or envelope at risk of tearing wrappers.

395. **Not to Be Made on a Messenger or Route:** Sealed bags, values or safes must not be made on a messenger or route.

396. **Matter Not to Be Placed in Sealed Bags, Values or Safes:** Shipments "In Bond," manifests, invoices. mail, etc., must not be enclosed in sealed bags, values or safes.

Unless authorized by superintendent, single packages valued at $1,000 or more must not be placed in sealed bags, values or safes.

397. **Matter Not to Be Placed in Sealed Bags with Small Packages:** Coin or bullion of any considerable weight must not be put in a sealed bag with small packages, because of the risk of damage to the lighter articles by crushing.

398. **Waybills to Be Listed and Enclosed in Separate Envelope:** Waybills for money or valuables enclosed in sealed bags, values or safes, must be endorsed "Placed in Sealed Bag, Value or Safe No..... by .....," but must not be placed in the sealed bags, values or safes; they should be listed in duplicate on "Record of Waybills and Con-

tents in sealed ....." (hereafter termed "manifest"), and enclosed with the original in manifest and waybills envelope, addressed the same as the sealed bag, value or safe. Offices should retain the duplicate for their files, and messengers should send them to claim agent with their "Record of Waybills Carried."

399. **Change in Record to Be Explained:** If necessary to make any change in the record, a full explanation must be noted thereon and signed by and in the name of employe making it.

400. **Office Employes Authorized to Prepare Sealed Bags, Values and Safes:** Only one employe should prepare a sealed bag, value or safe, but two may be assigned to such work, when necessary in order to expedite the movement of money and valuables to be enclosed in sealed bags, values and safes. However, under no circumstances should more than two be permitted to participate.

When two employes participate, one should handle the waybills and the other the articles to be placed in the bag, value or safe, and both check the waybills and sign the manifest.

When two or more employes in the same office or department have access to the seals used in sealing bags, values or safes, a sealed bag, value or safe must not be made by either, unless he is able to deliver same to messenger direct, except upon specific authority of superintendent. Where such authority is granted, both night and day money clerk must be provided with individual seals.

401. **Matter to Be Arranged in Order of Waybills as Entered on Manifest:** When preparing sealed bags, values and safes, the packages must be arranged in order of waybills as entered on the manifest, and all the packages tied firmly together before depositing therein.

402. **Contents to Be Checked In, Piece by Piece:** Contents of sealed bags, values and safes must be carefully checked into the bag, value or safe, piece by piece, against the waybills and not by count.

403. **Addressing and Waybilling:** The sealed bag, value or safe must be addressed to the agent at destination and show by whom and at what office or on what route the bag, value or safe was made, and with envelope containing waybills and manifest, billed on a money waybill, showing the total value and the number of the bag, or safe, and seal.

406. **When Individual Seals Are Furnished,** they must be kept under lock and key when not in use.

407. **Inspection of Seals on Bags and Safes:** Employes must make a careful inspection of seals on bags and safes to see that the number of the seal corresponds with the number entered on the waybill, and that the seal has been properly applied.

408. **To Be Opened and Checked Immediately Upon *Arrival* at Destination:** Immediately upon sealed bags, values or safe being checked ov partment at destination, the seals mu and bags, values or safes opened and e by two employes. The following proced possible, be followed in checking the e

The envelope containing the way opened and manifest removed. One take possession of the waybills, and th manifest.

The employe holding the waybills al as to point of origin, destination, artic to the employe holding the manifest, w each entry thereon as it is called.

In event of discrepancy in manifes proper notation must be made on manif by both employes.

The sealed bag, value or safe must and the contents called by the employe waybills, to the one who checked the must enter his check mark on eac "O. K.") and then count the waybills both certify on the manifest as to con tents. If over or short money or valua tation should be made on the manifest if such a record is maintained), and if waybill; office or messenger making be telegraphed immediately, also sup whom should be sent a list of contents a a full and complete statement signed by

Employes opening sealed bags or a note on each waybill destined to any o that on which the bag is made, "Tak bag No.....by..... (office or messenger).

409. **If Manifest of Contents Does N** a sealed bag, value or safe, the employe make one, sign it, and report the facts dent with copy of the manifest made.

410. **Manifests to Be Mailed to** Manifests for contents of sealed bags, after being checked and receipted by ployes, should be mailed daily to claim

411. **Temporary Retention of Se** opening sealed values, bags, pouches preserve the seals and wire for a period At the end of each day's business, the tied up in packages, which should be en date received and filed in date order.

Provided no trace or claim is receive with the contents of packages carried u the wax seals and tags should be destr piration of thirty days, but the lead s sent to the General Supply Department March, June, September and December.

412. **Portable Safe Found in Transi Without a Seal:** Should a portable safe

nnd in transit without a seal, or with
, the agent or messenger must, at first
ch a new seal in the presence of an-
The notation "Resealed with seal No.
....., must be made on the
ed by both agent or messenger and

Safe Found in Transit Not Locked:
locked, but is sealed and the seal is in
ould not be disturbed. If the safe is
aled, and the seal is in bad order, or
l, the contents must be removed and
t be handled in regular safe to des-
ner case, the superintendent must be
fied by telegraph.
Without Waybills which come into
nts or messengers must be waybilled
ort made to agent at point of origin
ident
illing Safes from one point to another,
e safe and number of seal (if sealed),
on the waybill.
runks with Valuables Enclosed should
same manner as sealed bags.

OF MONEY AND VALUABLES.

nard When Delivering: In delivering
nts of $3,000 or more, a reliable and
to act as guard should accompany the
an to place of delivery.
for Shipments to a Bank, Firm or
e signed by its duly authorized officer
should add his title.
ts Marked to the "Care Of" a person,
hotel must be delivered to such per-
ny or hotel, or on their written order,
erson addressed.
of Sealed Packages: When deliver-
l with shipper's private seal, the pack-
aded intact to the consignee. In no
pened and the contents counted by em-
bad order, nor will the Company be re-
discrepancy in the amount or charac-

ng a package of money sealed with
office seal, it must be opened and the
l in the presence of consignee. In
hortage or counterfeit, or other than
in enclosed, the employe making the
ake a full record of the contents, on
possible, and request consignee to
hen opening such packages, the seals
broken. The remittance slip and
seals carefully preserved should be
port made to superintendent.

421. **In Opening Money Packages, the Seals Must Not Be Broken**—the paper must be cut on the edge or side. In opening bags of coin, the string must be cut so as to preserve the seals. In case there is a shortage, the deficit must be certified to by the agent and consignee, and the wrappers or bags, strings, seals, marks, etc., preserved as evidence.

422. **Signatures on Delivery Records:** Employes delivering money and valuables must require consignee to receipt for such shipments in ink or indelible pencil.

423. **If an Employe Is Asked to Sign for a Consignee** who cannot write, he must obtain the signature of a disinterested person, as witness, in addition to his own signature. In such cases, consignee should make his mark and employe write the name thus.

(His)
John X Jones—Witness: (Here employe will
(Mark) write his own name.)
(Here disinterested witness will write his name and address.)

OFFICE AND STATIONARY CAR SAFES.

424. **The Combination of an Office Safe Must Be Known Only to the One Employe Using It.**

425. **Office Safe Combinations Should Be Changed** at least every three months. If employe holding combination, or agent, does not understand how to change it, route agent or superintendent should be advised. When a combination is changed, the tumblers should be wiped with a clean, dry cloth. Tumblers should not be oiled.

426. **Whenever the Combination of a Safe Is Changed,** a record of the new combination must be entered on form provided for that purpose and enclosed in a "Combination of Safe" envelope, which must be sealed with the office seal and then enclosed in a money envelope sealed and waybilled to superintendent.

427. **Unlocking Stationary Car or Through Safes:** The employe at unlocking point of stationary car or through safes delegated to open them, must work the combination and throw the bolts only—under no circumstances must he open door, but must require messenger to do so. After safe has been "worked" by messenger, he must be required to close the door and throw the bolts, after which unlocking point employe must throw off combination and try safe by trying bolts to assure himself that safe is securely locked Safes must not be allowed to go forward unlocked.

428. **When Opening Office and Car Safes,** the combinations must be worked carefully and deliberately and in such a manner as to prevent any one learning the combination by watching them opened. When unable to open a safe, superintendent should be promptly advised.

CORRESPONDENCE, COMPLAINTS AND TRACERS.

452. **Unnecessary Correspondence Should Be Eliminated.**

453. **All Communications Must Receive Prompt and Courteous Attention.** If a final reply cannot be made promptly, receipt must be acknowledged and further attention assured.

454. **All Complaints,** written or otherwise, must be given prompt attention.

455. **Communications with the Public Should Be Explicit:** Care should always be taken to see that communications with the public are sufficiently explicit to be readily understood by those not familiar with the Express business.

456. **Accuracy and Conciseness Required:** When writing letters, concise statements and reports based upon accurate knowledge of the conditions, omitting generalities, are requisite to brevity.

Definite recommendations instead of inferences or incomplete facts or figures, are indispensible to correct conclusions and prompt action.

457. **Each Letter Should Be Confined to a Single Subject,** if possible, and should be as brief and concise as the subject matter will permit.

458. **Office Name, Date and Signature:** All letters must be properly dated, show name of office, including state; the month must be written (not indicated by figures) and all communications must be signed with the name and title of the writer, thus: K. M. Davis, Agent.

459. **Uniform Captions for Letters Covering Claims and Tracers:**

REGISTERED CLAIMS: The claim number should be shown on the first and claimant's name and address and amount of claim on the second line as per illustration below:

New York, N Y., Claim No. A-637.
J. C. Fremont, Excello, Mo., $35.00.

REGISTERED TRACERS: The tracer number should be shown on the first, and consignee's name and address on the second line, as per illustration below.

Chicago, Ill., Tracer No. B-8746.
Dodd & Co., Spring Valley, Tex.

NON-REGISTERED TRACERS: The name of the consignee should be shown on the first, address on the second and date of shipment on the third line, as per illustration below:

J. M. Smith,
Oakland, Calif.,
June 20, 1914.

460. **File Number to Be Referred to:** When answering or referring to letters which bear the writer's file number, reference to such number should be given.

461. **File to Be Kept:** A sufficient all correspondence (including the C. O. D's, Collections, Commissions an shipments) should be kept for future

462. **Proper Official to Be Addr** should be careful to address the prop Company interested in the subject of t tions.

463. **Correspondence Relating to W** attached thereto.

464. **Correspondence Confidential:** not be permitted to inspect correspo representatives of this Company, or Company.

465. **Prompt Handling of Express** ployes are urged to expedite the tra press mail. RUSH envelopes of disti provided for express mail requiring a the proper use and prompt handling o quently avoid the necessity of telegr phoning. The use of RUSH envelop routine matters is prohibited.

466. **U. S. Postal Laws Governing I** is a violation of the United States Post mit as express mail, letters that do n business of the Company, unless such closed in government stamped envelo the stamps must be cancelled by w thereon in ink. This also relates to re mission of addresses or other informat fit of patrons, and correspondence p Expressmen's Mutual Benefit Associa men's Aid Society.

467. **Tracers Should Be Addressed** Interested, and not to claim agent. T should be made on form provided f Copies of all tracers should be retaine dicate to whom extra copies were sent

468. **Copy of Tracer Should Be Sent** when tracing freight shipments of e portance, and money and valuables.

469. **If Shipment Under Trace Is W** More, and loss, damage or unusual d claim agent and superintendent shoul telegraph.

470. **When Tracers Are Closed,** all sent to claim agent for filing.

LOSS AND DAMAGE CL

471. **A Ruling of the Interstate Co sion Provides that**

"In the event of a claim being the Company shall immediately ack ceipt, and shall within six months of notify the claimant in writing of made thereof. Claim for partial los be given equally prompt disposition.

. **Claim Bureaus:** Loss and damage claims of ompany are handled in claim bureaus, each of is administered by a claim agent.

. **Claim Agents to Be Addressed:** All reports orrespondence in connection with the handling of s for loss, damage or delay should be addressed to agent of the general superintendent's divisions ich claims are presented.

. **When It Is Evident That a Shipment Is Ac- Lost or Stolen,** immediate notice should be given er and consignee, if known, on "Notice to Con- e and Shipper of Goods Lost or Destroyed," copy ich should be filed with all papers awaiting claim. estigation develops that loss occurred through dis- ty or negligence, agent should advise superin- nt.

r instructions regarding disposition of charges on shipments, see Labeling, Waybilling and Account- ection.

. **Opinions as to Legality of Claims:** Employes refrain from expressing opinions as to the legal- f claims unless they are supported by established fully quoted authorities, uttered or approved by neral counsel.

. **Acknowledgment and Prompt Action:** It is tial that the public be given the best possible serv- the handling of claims; they must be acknowl- l on day received and notation made on claimant's , "Acknowledged ..... 191..." and ort of Claim Presented" sent to claim agent with pers.

ents can materially assist in the prompt settle- of claims by seeing that papers are complete be- they are sent to claim agent.

. **If the Information Given by Claimant Is Not ent to** promptly and properly establish the Com- 's liability, he should be advised as to what is red. Any additional information should be se- l by telephone or by a personal call of an employe, this means, it can be secured more promptly.

. **Acceptance of All Claims Presented:** Claim- should not be referred to agents of either this or her Express Company at other points. To illus- : If a claim is presented by the consignee at des- tion, the agent should not recommend or suggest the claim be presented by the shipper at the point rigin.

. **Handling of Claims Filed at Other Than Point rigin or Destination:** When a claim is presented agent covering shipment that was not forwarded or destined to his office, he should transmit the to claim agent having jurisdiction over his The claim agent will register the papers, write ent direct, advising claim number, and handle to lusion, even though the shipment was not carried divisions under his jurisdiction.

480. **When Claim Is Presented at Destination:** If a claim for damage or partial loss is presented at destination office, the agent should attach the original "Bad Order Report" to the claim papers—if not on file, a report in duplicate should be issued, except that as a general rule, it will not be necessary to issue such report for claims for loss of part contents when the shipment was delivered in good order.

481. **Issue and Mailing of Claim Drafts:** Claim agents will pay claims by drafts drawn upon the treasurer of the Company, which, as a rule, will be mailed direct to claimants, in which event, "Advice of payment of Claim" will be sent to agent who transmitted the claim, that he may close his file by notation on "Report of Claim Presented" or by attaching the advice thereto.

Under certain conditions, drafts will be sent agents for delivery to claimants, from which sufficient information can be secured to close agent's file.

482. **Cashing Drafts:** Agents may cash Claim Drafts when properly endorsed and remit them to the Company's depository as "Cash."

483. **When Claims May Be Paid in Cash by Agents from Office Funds:** Upon special authority of claim agent or general superintendent in individual instances, agent may pay claims from office funds.

When such payment is made, receipt of claimant should be taken in duplicate on "Loss and Damage Voucher." The original should be forwarded with all papers to claim agent, and the duplicate held as a credit awaiting Claim Draft, which the claim agent will issue in favor of agent paying the claim. Such drafts will be stamped with the words, "Negotiable only through Agent's Remittance to Company's General Depositories."

484. **Claims Should Be Followed to a Conclusion;** if any unusual delay, claim agent should be advised.

485. **Agents Are Not Authorized to Decline Claims.** When a claim is declined, claim agent will write claimant direct, sending copy of his letter to the agent who transmitted the claim, except that when a personal explanation is advisable, the original letter will be sent to agent for delivery.

486. **A Traveling Inspector** under the direction of each general superintendent, will co-operate with employes to eliminate the causes for loss and damage. While it is important that claims shall be promptly handled, it is more important both to the Company and its patrons that loss and damage shall not occur.

487. **Restriction of Use of Debit Transfer Waybills for Claim Items:** The use of Debit Transfer Waybills in connection with the handling of claim papers and matters relating to claims, so far as agents are concerned, is restricted to the returning or reforwarding of papers received on Debit Transfer Waybills or from connecting Companies.

488. **Debit Transfer Waybills to Claim Agents for Claim Items:** Debit Transfer Waybills transferring paid claims to claim agents, should be issued direct to the claim bureau. For example: "From Decatur, Ill. to St. Louis, Mo., (Claim Bureau)" and so entered on the abstract.

LAW SUITS.

494. **A Suit Against the Company Must Not Be Allowed to Go by Default.**

495. **Whenever Service of a Summons,** or any legal paper other than pertaining to garnishment or loss and damage claims, is made upon an agent or an employe of the Company, he must at once telegraph superintendent, giving the names of the parties to the action, plaintiff and defendant, and if possible, a brief statement of the nature of the case. The paper or papers served must then be sent by first mail, accompanied by a written report of all the circumstances connected with the case. If reply is not received within the time allowed to answer, the agent must appear in person, or by attorney, and ask for a continuance.

496. **If the Company Is Attached as Garnishee** in a suit against an employe or other person, a copy of the garnishee summons must be sent to superintendent, with a statement of the nature and amount of the plaintiff's claim, and at the same time, (when suit is against an employe) the office at which the employe is paid, if known, must be notified. If not known, superintendent must be so advised when copy of summons is transmitted to him. If an answer is required before instructions can be obtained, the agent must ask the court for further time, informing the court that he is awaiting necessary information to enable him to answer.

497. **Loss and Damage Law Suits:** If a suit is brought against the Company on account of loss or damage, the claim agent must be promptly notified by letter enclosed in a RUSH envelope (or by telegraph if necessary, followed by letter), furnishing full particulars and copy of complaint and summons. If a reply is not received from the claim agent within a reasonable time, the agent must appear in court in person and request a continuance.

498. **Attachments and Replevins:** If a writ of attachment, replevin, or any document of a similar character is served upon an agent and possession demanded of money or goods on hand, or in transit, by the officer serving such papers, agent should inform the officer that he will consult with his claim agent *Until otherwise* instructed, by claim agent, the agent should retain the property in his pos if the officer attempts to take the p agent should not resist.

499. **Seizures:** Upon seizure, come a first lien, if shipment is a law ment of accrued charges should be in making delivery. If charges are no agent should demand an indemnify tect our charges and cover probabl ever, shipment consists of game, fis commodities shipped unlawfully, and shipped in violation of law, payment be insisted upon.

500. **When in Doubt as to the Aut** son attempting to make a seizure, ag production of his credentials or v action.

501. **Shipper and Consignee to I Shipments Are Attached, Replevined** shipper and consignee should be no after the papers are served, and a particulars, including duplicate ser copies of notices to shipper and con promptly forwarded to the claim ag

502. **Endorsement of Legal Paper** agent of the Company upon whom th papers is made, must endorse on b time of day and date of such serv name thereto.

BURGLARY, THEFT AND R

503. **When the Company Suffers lary or Theft,** the agent at point wh messenger, should at once report th local officers and telegraph full part intendent, following such advice wit and copies of waybills covering ar damaged.

504. **$25 Standing Reward for Bu** This Company will pay twenty-five ward for the arrest and conviction f person, in taking by burglary or th or any contents thereof while in this C as a common carrier. Only one rew be paid for one burglary or theft, r number of persons implicated or con

505. **When a Train or Stage O Robbed,** the agent at or nearest the robbery occurred should at once secu sible description of the robbers, enlist local officers and citizens in capturing graph the agent at the county seat, re

county officers. Telegraph and other facili-
freely used.
t or messenger should, as soon thereafter as
ake a complete telegraphic report to super-
giving him an accurate account of the
, with best possible description of the rob-
any information obtained from the train
river and passengers. Also details of the
place, description of the property stolen,
loss incurred and report of action taken.
waybills covering the shipments stolen and
hould follow by first mail.

90 Standing Reward for Highway Robbery: any will pay three hundred dollars $(300) the arrest and conviction for felony of each lty of robbery, wherein property in its cus-ten by force from any driver, messenger or n in its employ. One reward only will be paid for the arrest and conviction of each person. This is in addition to any reward offered by the public authorities.

507. **Special Agents** are employed for the detection and prosecution of highwaymen, absconders and other offenders. Agents and employes must render any assistance required, and in robbery cases, should consult them and be governed by their advice and instruction.

FIRE PRECAUTIONS.

508. **Every Precaution Must Be Taken to Protect From Fire, the Company's Property or That Entrusted to It.**

Wells Fargo & Company Express

Rules and Instructions

Section No. 1, General Instructions

Supplement No. 1

June

Effective this date, Rule No. 157, Bulked Shipments, will be changed to read as

157. **Bulked Shipments:** No attention must be paid to inquiries from ship names of cartmen or others who could make delivery of Bulked Shipments.

The Company will not accept from shippers or other carriers bulked shipment carloads or less than carloads, accompanied by instructions to open same and reforwar locally, the various packages contained therein. In the event that such a shipment is destination, addressed to agent or employe of this Company, the bulked packages delivered locally, nor reforwarded, but notice must immediately be given to shipper t of this Company prohibit the handling of the shipment in that manner and it is held s order and solely at his risk.

Shippers' agents will not be permitted to use this Company's office for the di bulked package business.

A. CHRISTESON,
Vice-President and General Manager.

E. A. STEDMAN,
Vice-President and Gen

Approved:

B. D. CALDWELL,
President.

ADAMS EXPRESS COMPANY.

'ORM. NEW YORK,

mation required MUST BE filled in on this sheet.
n EXACT CERTIFIED COPY of receipt issued to the shipper. This must be initialed and by clerk taking trace.
e's name.....
l address.....
.....
; name.....
l address.....
.....
ion for starting this trace.....
.....
.....
date did the consignee make complaint to the shipper?.....
: addressed as follows:

shipment.....
nt receipted for as Value (Show Amount).....12. or C. O. D. (Show Amount).....
; Paid.....14. Charges Collect.....
umber.....16. Route Number.....
signed by.....18. Badge Number.....
.....20. Weight.....
te list of contents, description and Value.

22. (If a casting, cut or drawing of, if possible.)

iness
re a
voice
de-
ar-
l.

24. Remarks: (Notations as to old marks, especially if trunk or valise.)

TEST QUESTIONS

These questions are for the student to use in testing his knowledge of the assignment. The answers are not to be sent to the University.

1. What are commodity rates?
2. Over what rates do commodity rates take precedence?
3. What is the object of making commodity rates?
4. Refer to I. C. C. No. C 1214 and quote the carload rate per 100 pounds on dressed poultry from Los Angeles, Calif., to Denver, Colo.
5. What would be the charge on two 100-pound boxes of nuts from San Jose, Calif., to Sioux City, Ia.?
6. What are "common points"? "Exclusive offices"?
7. What would be the charge on 200 pounds of cheese from Sacramento, Calif., to Tucson, Ariz.?
8. What would be the rate on cantaloupes in carloads from Phoenix, Ariz., to Boston, Mass.? To Chicago, Ill.?
9. What would be the refrigeration charge on the cars mentioned in the previous question?
10. Explain in a general way the object and use of the terminal and switching tariff.
11. What additional charge over the Chicago rate does the Adams Express Company make for delivering carload shipments to the Hawthorne Race Track?
12. What is the general rule with reference to the transportation of attendants in charge of live stock, poultry, etc.?
13. Of how many parts does the express waybill consist?
14. How are the parts of an express waybill used?
15. Explain the use of the express label. State the number of label forms employed and the object of each.
16. What is the general practice of an express carrier with respect to obtaining the consignee's receipt for an express shipment? What exceptions have been called to your attention?
17. What is the advantage of the tracer form?
18. What distinctive colors are used for waybills and labels? What do the colors signify?
19. If a waybill is lost, what is required of the agents?
20. Mention ten cases where shipments reached destination improperly labeled or waybilled. State what should be done in each case.
21. What are local waybills? Interline waybills?

THE EXPRESS SERVICE AND RATES

ONE OF A SERIES OF TREATISES IN AN INTERSTATE COMMERCE AND RAILWAY TRAFFIC COURSE

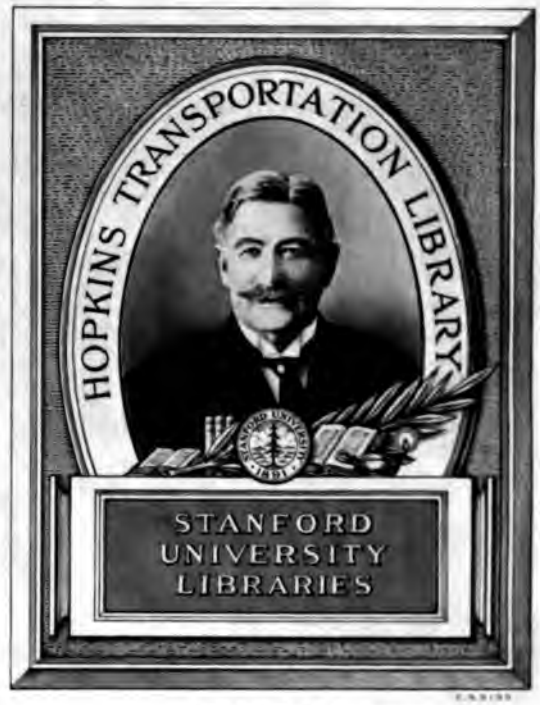
W. H. CHANDLER
Manager, Transportation Bureau
Boston Chamber of Commerce
President, National Industrial Traffic League

PART 2

THE EXPRESS RECEIPT MERCHANDISE RATES

La Salle Extension University
· Chicago ·

-B TF505



GIFT OF

Joel V. Berreman, Esq.

HE EXPRESS SERVICE AND RATES

W. H. CHANDLER
Manager, Transportation Bureau
Boston Chamber of Commerce
President, National Industrial Traffic League.

PART 2

La Salle Extension University
- Chicago -
1922

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LaSalle Extension University

CHAPTER IX

THE EXPRESS RECEIPT

1. Introduction

For years the express receipt was a carefully drawn legal instrument which relieved, to a greater or less degree, the express companies from many of the liabilities imposed upon a common carrier. The receipts of the different companies seldom agreed in the wording of the conditions under which they transported shipments. In many cases conditions were imposed that were contrary to court decisions.

2. Conditions of the Receipt

After being declared common carriers they continued in force a receipt which stated these companies were merely forwarders or agents of the shipper, and which, in some respects, was in direct conflict with the Act to Regulate Commerce.

The receipt of the Adams Express Company of 1871 specifically stated that they were *forwarders only.* A reproduction of this receipt is given hereafter in order that the reader may observe the conditions of carriage in the earlier days. (Page 143)

The form of receipt prescribed by the Interstate merce Commission is shown on page 92.

There has been much criticism of the $50 limit condition in the express receipt. It has been the s of probably as much litigation as any other conditio posed by the receipts of these carriers. As before s some states—Pennsylvania and Kentucky, among c —have held it to be invalid, while on the other hand states have declared it valid, as in the case of York and Massachusetts. The United States Sup Court has settled the question on all interstate shipı in the Croninger Case,[2] before referred to, in whic court said:

> Neither is it conformable to plain principles of justic a shipper may understate the plain value of his proper the purpose of reducing the rate, and then recover a value in case of loss. Nor does a limitation based up agreed value for the purpose of adjusting the rate conflic any sound principle of public policy.

The shipper should, therefore, exercise the utmos when forwarding by express, to protect himself by d

GREAT EASTERN, WESTERN AND SOUTHERN EXPRESS FORWARDERS.

Hamburg March 25 1871

No. 1. [DOMESTIC BILL OF LADING.]

RECEIVED of Obed Chandler

1 Box Scythes VALUE

For which this Company charges

Marked Marston & Newland

Edenburg

Which it is mutually agreed is to be forwarded to our Agency nearest or most convenient to destination only, and there delivered to other parties to complete the transportation.

It is part of the consideration of this contract, and it is agreed that the said Express Company are Forwarders Only, and are not to be held liable or responsible for any loss or damage to said property while being conveyed by the Carriers to whom the same may be by said Express Company entrusted, or arising from the dangers of Railroads, Ocean or River Navigation, Steam, Fire in Stores, Depots, or in Transit, Leakage, Breakage, or from any cause whatever, unless, in every case, the same be proved to have occurred from the fraud or gross negligence of said Express Company or their servants; nor, in any event, shall the holder hereof demand beyond the sum of Fifty Dollars, at which the article forwarded is hereby valued, unless otherwise herein expressed, or unless specially insured by them, and so specified in this receipt, which insurance shall constitute the limit of the liability of the Adams Express Company. And if the same is entrusted or delivered to any other Express Company or Agent (which said Adams Express Company are hereby authorized to do,) such Company or person so selected shall be regarded exclusively as the Agent of the Shipper or owner, and as such alone liable, and the Adams Express Company shall not be, in any event, responsible for the negligence or non-performance of any such Company or person; and the shipper and owner hereby severally agree that all the stipulations and conditions in this receipt contained, shall extend to and inure to the benefit of each and every Company or person to whom the Adams Express Company may entrust or deliver the above described property for transportation, and shall define and limit the liability therefor of such other Company or person. In no event shall the Adams Express Company be liable for any loss or damage, unless the claim therefor shall be presented to them in writing at this office, within thirty days after this date, in a statement to which this receipt shall be annexed. All articles of Glass or contained in Glass, or any of a fragile, or of a perishable nature, will be taken at Shipper's risk only, and the Shipper agrees that the Company shall not be held responsible for any injury by breakage or otherwise, nor for damage to goods not properly packed and secured for transportation. It is further agreed, that said Company shall not, in any event, be liable for any loss, damage or detention caused by the acts of God, Civil or Military authority, or by Rebellion, Piracy, Insurrection or Riot, or the dangers incident to a time of war, or by any riotous or armed assemblage. If any sum of Money, besides the charge for transportation, is to be collected from the consignee on delivery of the above described property, and the same is not paid within thirty days from the date hereof, the shipper agrees that this Company may return said property to him after the expiration of that time, subject to the conditions of this receipt, and that he will pay the charges for transportation both ways, and that the liability of this Company for such property while in its possession for the purpose of making such collection, shall be that of Warehousemen only.

Freight, Coll. *For the Company,* O W Adams agt

Isaac & Co., Printers, Buffalo.

B

or desires to assume the risk over and above that assume by the express company.

The Interstate Commerce Commission has this to sa on the subject:[3]

> In the case of shipments of extraordinary value, not onl is the carrier entitled to notice of such value in order that it care may be increased, but it is also entitled to extra compensa tion for the increased liability and care. Under the law it i the duty of shippers of property of more than ordinary valu to bill the same at its true value in order that the legal rat may be applied. In the case of a shipper declaring a false valu to secure a reduced rate, one of the penalties under this forn of receipt is an estoppel by which he is precluded, in case o loss or damage, from denying the correctness of such value s given.

The rates prescribed by the Commission are base upon a maximum value of $50 for all shipments weighin 100 pounds or less, and 50 cents per pound for any ship ment weighing more than 100 pounds. This fact shoul be constantly borne in mind by the shipper, for failur to do so may, in a single case, result in a loss that wil exceed the total cost of insurance on one or more years business.

The Interstate Commerce Commission has given it approval to the proposition of the express companie that the amount of any C. O. D. may be considered as a declaration of value unless a greater amount is declare at the time of shipment.

This is only reasonable, as the express company i put on notice of the value of a C. O. D. shipment by th

[3] 28 I. C. C. Rep., 138.

UNIFORM EXPRESS RECEIPT

The Company will not pay over $50, in case of loss, or 50 cents per pound, actual weight, for any shipment in excess of 100 pounds, unless a greater value is declared and charges for such greater value paid.

AMERICAN EXPRESS COMPANY.

(212. June, 1917.)

NON-NEGOTIABLE RECEIPT. CHICAGO, ILL., STOCK YARDS. _____ 191__

Received from _____ subject to the Classifications and Tariffs in effect on the date hereof, _____

_____

_____, value herein declared by shipper to be _____ dollars.
(See footnote.)

Consigned to _____

at _____. Charges, _____

Which the Company agrees to carry upon the terms and conditions printed on the back hereof, to which the shipper agrees, and as evidence thereof accepts and signs this receipt.

_____ Shipper.

_____ For the Company.

NOTE.—The Company's charge, except upon ordinary live stock, is dependent upon the value of the property, as declared or released by the shipper. If the shipper desires to release the value to $50 for any shipment of 100 pounds or less, or not exceeding fifty cents per pound, actual weight, for any shipment in excess of 100 pounds, the value may be released by inserting "not exceeding $50," or "not exceeding fifty cents per pound," in which case the company's liability is limited to an amount not exceeding the value so declared or released.

TERMS AND CONDITIONS.

1. The provisions of this receipt shall inure to the benefit of and be binding upon the consignor, the consignee, and all carriers handling this shipment, and shall apply to any reconsignment, or return thereof.

2. In consideration of the rate charged for carrying said property, which is dependent upon the value thereof and is based upon an agreed valuation of not exceeding fifty dollars for any shipment of 100 pounds or less, and not exceeding fifty cents per pound, actual weight, for any shipment in excess of 100 pounds, unless a greater value is declared at the time of shipment, the shipper agrees that the company shall not be liable in any event for more than fifty dollars for any shipment of 100 pounds or less, or for more than fifty cents per pound, actual weight, for any shipment weighing more than 100 pounds, unless a greater value is stated herein. Unless a greater value is declared and stated herein the shipper agrees that the value of the shipment is as last above set out and that the liability of the company shall in no event exceed such value.

3. Unless caused by its own negligence or that of its agents, the company shall not be liable for—

a. Difference in weight or quantity caused by shrinkage, leakage, or evaporation.
b. The death, injury, or escape of live freight.
c. Loss of money, bullion, bonds, coupons, jewelry, precious stones, valuable papers, or other matter of extraordinary value, unless such articles are enumerated in the receipt.

4. Unless caused in whole or in part by its own negligence or that of its agents, the company shall not be liable for loss, damage, or delay caused by—

a. The act or default of the shipper or owner.
b. The nature of the property, or defect or inherent vice therein.
c. Improper or insufficient packing, securing, or addressing.
d. The Act of God, public enemies, authority of law, quarantine, riots, strikes, perils of navigation, the hazards or dangers incident to a state of war, or occurrence in customs warehouse.
e. The examination by, or partial delivery to, the consignee of C. O. D. shipments.
f. Delivery under instructions of consignor or consignee at stations where there is no agent of the company after such shipments have been left at such stations.

5. Packages containing fragile articles or articles consisting wholly or in part of glass must be so marked and be packed so as to insure safe transportation by express with ordinary care.

6. When property is destined to a point at which no express company has an agency it should be marked with the name of the express station at which delivery will be accepted. If not so marked it will be carried to the express station nearest the destination point and arrival notice given consignee.

7. Except where the loss, damage, or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, as conditions precedent to recovery claims must be made in writing to the originating or delivering carrier within four months after delivery of the property or, in case of failure to make delivery, then within four months after a reasonable time for delivery has elasped; and suits for loss, damage, or delay shall be instituted only within two years and one day after delivery of the property or, in case of failure to make delivery, then within two years and one days after a reasonable time for delivery has elapsed.

8. If any C. O. D. is not paid within thirty days after notice of non-delivery has been mailed to the shipper the Company may at its option return the property to the consignor.

9. Free delivery will not be made at points where the company maintains no delivery service; at points where delivery service is maintained free delivery will not be made at addresses beyond the established and published delivery limits.

Special Additional Provisions as to Shipments Forwarded from the United States to Places in Foreign Countries.

10. If the destination specified in this receipt is in a foreign country, the property covered hereby shall, as to transit over ocean routes and by their foreign connections to such destination, be subject to all the terms and conditions of the receipts or bills of lading of ocean carriers as accepted by the company for the shipment, and of foreign carriers participating in the transportation, and as to such transit is accepted for transportation and delivery subject to the acts, ladings, laws, regulations, and customs of over-sea and foreign carriers, custodians, and governments, their employees and agents.

11. The company shall not be liable for any loss, damage, or delay to said shipments over ocean routes and their foreign connections, the destination of which is in a foreign country, occurring outside the boundaries of the United States, which may be occasioned by any such acts, ladings, laws, regulations, or customs.

12. It is hereby agreed that the property destined to such foreign countries, and assessable with foreign governmental or customs duties, taxes, or charges, may be stopped in transit at foreign ports, frontiers, or depositories, and there held pending examination, assessments, and payments, and such duties and charges, when advanced by the Company, shall become a lien on the property.

amount it is required to collect. It might properly require a release limiting its liability from shippers who are unwilling to pay on the increased value, as the receipt might not offer proper protection to the carriers in case of loss or damage by reason of their being put on such notice.

3. Live Stock Contract

The live stock contracts, shown in Official Classification No. 25, are also forms of receipt to which the reader should give particular attention. One of these contracts is required where the classification so provides; its conditions must be carefully observed, for the United States Supreme Court has held that a carrier may base its charges on the value of the shipment. Unless the shipper states the full value of live stock at the time it is offered for transportation, his recovery in case of loss or damage is limited by the provisions of the live stock contract.[4] A careful reading of the decision of the Supreme Court in this case will be of great benefit.

Particular attention should be paid to the section of the contract which provides that the company shall be notified of all claims for loss or damage within four months after loss or damage accrues and that such notice must be in writing, and also that any suit for the recovery of loss or damage shall be commenced within two years after the damage occurred.

This provision of the contract has been specifically

[4] M. K. & T. v. Harriman, 227 U. S. 657.

upheld by the courts and is strictly enforced by the e
press companies.

4. Valuable Packages

Whenever the value of a shipment by express is c
clared by the shipper to exceed in value the amount
risk provided for by the classification (that is to sa
$50 if weighing 100 pounds or less, and 50 cents per pou
on shipments weighing more than 100 pounds), the e
press companies handle such shipments on a hand-t
hand receipt. Each employe takes a receipt from t
next employe to whom it is delivered, and in that wa
such shipments do receive more careful attention tha
the ordinary merchandise shipment. It is, therefore,
the greatest importance to the shipper to take some pr
caution to protect himself when forwarding valuab
packages by express, either by declaring the value at t
time of shipment, or by insuring, as previously e
plained.

When shipments of more than ordinary value are sma
enough to permit, they are usually handled in the me
sengers' safes through the money department.

The express receipt, as will have been noted, *cautio
against packing articles of unusual value in packages
ordinary merchandise.* It is a common practice, howeve
for shippers to do this, particularly those who are on
occasional shippers by express. If the packages a
marked so as to indicate the nature of the contents, t
shipper will insure against loss, but the failure to do
will prove expensive in case the package is lost or p
fered in transit.

CHAPTER X

MERCHANDISE RATES

1. Introduction

It is undoubtedly true that express tariffs of the past have been intricate and difficult for even express agents to understand fully. Prior to the time when express companies were required to file their tariffs with the Interstate Commerce Commission, each express agent was furnished with the rates from his particular station. These tariffs were usually in manuscript form, and the quotation of a rate was an operation simple in itself. As soon as the Act to Regulate Commerce was amended to include express companies, it was at once realized that the method formerly pursued, while more simple for the agent, was impracticable from a filing standpoint as required by the Commission.

2. Need of Simplifying Rates

There are in the United States, roughly speaking, 35,000 express offices or stations at which express matter is received or delivered. To have continued the old method would have necessitated the issuance of not less than 35,000 individual merchandise tariffs besides innumerable commodity tariffs. It was, therefore, necessary to inaugurate a new system of showing these rates,

and this gave rise to the publication of "common point" and "exclusive point" tariffs, as well as what were known as "basing" tariffs.

As before stated, this method of publishing rates resulted in complicated issues which were frequently unintelligible even to the agents. The many supplements necessary to keep the tariffs up-to-date confused the agents, many of whom had never been accustomed to keeping general tariff files. Generally speaking, to an exclusive point not on the line of the originating carrier, it was often necessary for the agent to try a dozen or more combinations on different basing points to determine the lowest through rate, and a failure to try all possible combinations often resulted in the application of the improper rate.

The express companies realized that something had to be done to simplify the rate system. Several solutions had been suggested, by first one company and then another, but for various reasons they were all rejected. As large bodies move slowly, it seemed that the companies were likely to continue indefinitely the complicated system, when the general express investigation was announced.

As is usually the case, some opposition was encountered when it was proposed to simplify these tariffs, not that the necessity for simplification was not realized by the express officials, but because the system had become so complicated that no solution suggested would preserve the rate structure which the companies felt was necessary to their welfare. It therefore soon became apparent that a complete revolution in and revision of the rates themselves were necessary before they could be expressed in a manner sufficiently simple to insure ac-

curate application. After a careful survey of the situation, the Interstate Commerce Commission decided that the block system was the only one that would accomplish the desired results. A comprehensive study of that system is necessary to a complete understanding of the new tariff.

It would confuse the reader to attempt to explain the old tariffs and how rates under them were constructed, and as the information would be of historical interest only, it may well be omitted.

3. New I. C. C. System

Under the new system the Interstate Commerce Commission first divided the map of the United States into 950 blocks, formed by the intersection of the parallels of latitude and the meridians of longitude. These blocks have an unvarying length of 69 miles and a width which varies from 45 miles on the northern boundary of the country to 62 miles when the southern boundary is reached.

In 120 of these blocks there are no express stations reached by railroad, so that it is only necessary to establish rates between 830 of them.

Each of these blocks is subdivided into 16 squares, designated by letters of the alphabet from "A" to "Q," omitting the letter "J" for the sake of convenience, and to prevent mistakes. This subdivision is required, as will be explained later, in making the relatively short distance rates between adjacent blocks.

The country having been divided into 950 blocks, another division of the map is made into five great zones representing in a general way the density of traffic in each.

Zone I includes the territory east of the Missis River and north of the Ohio River and corresponds cl with Official Classification Territory. Zone II inc generally what is known as Southern Classification ritory, though in some cases it crosses the west ba the Mississippi River. Zone III includes the co generally known as Trans-Mississippi Territory, an tends west to what is generally known as Inter-Mou Territory, all of which is embraced in Zone IV. Zo includes the states bordering on the Pacific Ocean. map.)

The division of the country into zones is for the pose of establishing in each the general rate basis f by the Interstate Commerce Commission to be reaso for that particular section of the country.

In Zone I, which is the most densely populated a which there is the greatest volume of express traffi lowest rates are applied, and the minimum charg 100 pounds established by the Interstate Commerce mission in this territory is 60 cents.

In Zone II the minimum is 65 cents. Zones III a which the Commission found to be similar in poi density of traffic, the minimum is 70 cents, while i sparsely settled Inter-Mountain Territory of Zon the minimum rate is $1.05 per 100 pounds.

(a) Method of Numbering Blocks

The blocks are numbered in series, the first li which is on the north and begins with 101, the nu running consecutively from west to east; the secon is directly under the first and begins with 201. block in each tier is numbered consecutively and directly under the same numbered block as the first

Under this system the tier in which each block is located is indicated by the number of hundreds with which it is initialed, and the row in which it is located is indicated by the number of tens and units with which it terminates.

A glance at the express map will enable the reader to understand the system of numbering without further explanation.

(b) Method of Stating Rates as Originally Prescribed by the Interstate Commerce Commission [1]

Two tables of rates are necessary to show the rates from each block: one gives the scale applicable between squares in blocks adjacent, and the other gives the rates between the block and all blocks not adjacent.

Main Block Tariff.—On pages 189 to 197 will be found tables which show the manner in which the rates are stated. The block of origin is given in the heading. The use of the tables is explained on page 180. The rate sheet designated as "main block tariff" is used only on shipments between blocks that are not adjacent. It will be seen that the rates are not shown to points in the same state as point of shipment, as this system applies only on interstate shipments, and that opposite the numbers of adjacent blocks the word "Sub" is shown. Whenever this is the case, it is necessary to refer to the sub-block tariff.

Basis for Making and Method of Showing Rates Between Blocks Not Adjacent.—The basis for making rates between blocks that do not touch each other, or, in other words, that are not adjacent, is different from what might be expected under a system of this kind, inasmuch as it is the mileage between selected points that determines the number of blocks to be used in making the rate

[1] This method has been modified as explained on page 165.

rather than the actual number of blocks traveled; wl this mileage has been determined and the rate est lished between the two points selected, the rate fr every point in the block of origin to every point in block of destination is made the same.

The points selected for calculating the mileage determined by conditions that may vary. For instan if the density of traffic is fairly equally distribu throughout a block, a point near the center of the bl would be taken as representative; but if a block w traversed by no railroads in one section and by a numl in another section, the point taken might not repres the average of distance to the entire block.

The magnitude of the work involved in the constr tion of a tariff to cover more than 800 blocks will be s to be enormous, and this work, unless performed b body familiar with mercantile conditions, density of tr fic, general geographic location, and all other fact entering into the construction of a reasonable rate, wo undoubtedly present such a conglomeration of incongr ties as to be open to constant attack.

The Interstate Commerce Commission, no doubt fu appreciating these difficulties and realizing the imp tance of uniformity in the preparation of a tariff of s stupendous proportions, undertook the work of constru ing it for the express companies, instead of giving th the basis and leaving the preparation to other han Therefore, when the final order was made it included only a complete classification with the usual rules also a complete set of rate sheets from which one mi obtain the first-class and second-class interstate expr rates between every point in the United States.

It would be impracticable to name in this treatise

points used to determine the rates and it would serve no good purpose unless accompanied by an explanation as to why such points were selected. With this explanation the reader will readily comprehend the details which follow.

When the typical points in two blocks have been determined and the distance between such points has been calculated, the distance is divided by 50 to determine the number of block rates to apply. All distances of less than 50 miles that may remain after dividing are considered one block additional; that is to say, if the distance between two points should be 925 miles, this would be represented by 19 blocks — $925 \div 50 = 18 + 1$ blocks.

Every rate regardless of its character, is made up of two factors: i. e., the terminal cost and the transportation cost. These terms are self-explanatory. The express rate, however, may be said to involve three factors because of the additional service that is given when picking up the shipment and delivering it. The Interstate Commerce Commission has taken these three factors into consideration in making express rates; so it may be broadly stated that an express rate is made in any instance by fixing the proper charge for (1) express terminal service, (2) railroad terminal service, and (3) transportation company haul.

[2] In determining these factors the Commission found that an *"express terminal charge" of 20 cents for 100 pounds or less* was a proper compensation for the service rendered by the express company after the service of transportation proper had been completed. It also found that *25 cents per 100 pounds* was a reasonable *terminal*

[2] The Commission subsequently reversed these terminal charges, so that 25 cents was allowed for express terminal and 20 cents for railroad terminal.

charge for the rail carrier for merchandise transported on passenger trains, or trains operated on passenger schedule, except that in Zone IV, which is the sparsely settled Inter-Mountain Territory, in which it is contended that operating costs are unusually high, a 55-cent terminal charge was found to be proper.

From the foregoing it will be seen that two of the three factors remain constant except in Zone IV, where the rail terminal is more than doubled. These factors combined are the constants in fixing the rates for 100 pounds to which must be added the cost of the transportation haul, which varies with the distance and the territory traversed.

In order that these may be well fixed in the reader's mind, they are shown separately and combined in the following table.

	Zones I, II, III, and V	Zone IV
Express Terminal	20 cents	20 cents
Rail Terminal	25 cents	55 cents
Total Terminal	45 cents	75 cents

The next step in the construction of the rate is to add the cost of hauling the shipment from one point to the other. The unit for express transportation is the charge for 100 pounds for 50 miles, and when the charge for 100 pounds is known the calculation of the charge on a greater or lesser weight is a mathematical operation, as will be explained elsewhere.

The division of the United States into five zones was necessary primarily because of the difference in the density of traffic and operating costs in the different sections of the country embraced in these zones. The Commission found that conditions in Zones III and V

were so nearly similar that the same rates would be fair to each; therefore, in these zones it will be found that the same rate basis has been applied.

It is conceded by transportation experts that the cost per unit of distance for hauling traffic decreases as the distance increases; that is to say, it costs less per mile to haul traffic 1,000 miles than it does to haul the same traffic 100 miles, and that the cost for hauling it 2,000 miles is somewhat less per mile than for 1,000 miles. The actual cost depends upon so many contingencies that it is not possible definitely to determine it on any one commodity for any railroad, but it may be approximated with some degree of satisfaction, although all such approximations are more or less arbitrary.

After a comprehensive investigation which took into consideration all factors that might properly be considered pertinent, in arriving at a conclusion the Commission determined that the *average* double first-class freight rate in each of the zones would be a reasonable charge for the transportation of merchandise on a passenger train.

It must be remembered, however, that there are many rates necessarily used in arriving at the *average rate,* and this should not be confused with the actual double first-class freight rate between any two given points when endeavoring to analyze a particular express rate.

The Commission also found that rates based upon units of 50-mile hauls should be made, and this will explain why the average mileage between blocks is divided by 50.

With this determined the Commission then adopted the rule that as the distance increased each unit of transportation cost (rate per 100 pounds for 50 miles) should

be reduced one-fourth of one cent until 21 units was reached; then it would remain stationary until a total of 35 blocks entered into the rate; after this the total transportation charge (exclusive of terminal charges) should be reduced by the following percentages.

36 or 37 blocks.....	1%	48 or 49 blocks.....	7%
38 or 39 blocks.....	2%	50 or 51 blocks.....	8%
40 or 41 blocks.....	3%	52 or 53 blocks.....	9%
42 or 43 blocks.....	4%	54 or 55 blocks.....	10%
44 or 45 blocks.....	5%	56 or 57 blocks.....	11%
46 or 47 blocks.....	6%	58 or over	12%

Intra-Zone Rates.—The transportation charge for each zone was fixed at the following figures for the first 50 miles.

Zone I—15 cents for 100 pounds
Zone II—20 cents for 100 pounds
Zone III—24 cents for 100 pounds
Zone IV—28 cents for 100 pounds
Zone V—24 cents for 100 pounds

These figures were reduced one-fourth of one cent for each additional 50 miles, the minimum rate per block in each zone being reached at 21 blocks, as will be seen by the tables which follow, which clearly indicate the transportation cost for any given number of blocks in a given zone. The figures in each table apply locally only in the zone named.

Inter-Zone Rates.—The method of making rates from a point in one zone to a point in another zone is as follows: As the rate per block varies in each zone depending on the number of blocks (up to 21), the total distance in each zone traversed is first determined; these dis-

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tances are then reduced to blocks in each zone, bearing in mind that any distance remaining after dividing by 50 is to be considered one block. When the total number of blocks is determined, then refer to the tables and add the transportation haul for each zone, shown under the heading for the total number of blocks; to this must be added the terminal charge.

To illustrate in order that no misunderstanding may arise: It is desired to make a rate between two points, one of which is in Zone I and the other in Zone II. The distance traversed in Zone I is 10 blocks (500 miles) and the distance in Zone II, 9 blocks (450 miles). In the table for Zone I, under the heading 19 blocks, 10 blocks will be found to represent a transportation charge of $1.05; likewise, in the table for Zone II, under the heading 19 blocks, the transportation charge for 9 blocks is found to be $1.39½; the two combined equal $2.44½, or, under the rule for disposition of fractions and odd cents (2½ cents or less dropped, over 2½ cents counted as 5), the transportation charge would be $2.45 to which must be added the total terminal charge, 45 cents, making an express rate of $2.90 per 100 pounds for that distance.

Minimum Rates in Each Zone.—As before stated the reduction of one-fourth of one cent is continued in each zone until a maximum distance of 21 blocks is reached and after that it remains constant until 35 blocks are used; after 35 blocks have been passed the percentage deductions shown in the accompanying table are made.

The minimum rate in Zone I is 10 cents
The minimum rate in Zone II is 15 cents
The minimum rate in Zone III is 19 cents
The minimum rate in Zone V is 19 cents
The minimum rate in Zone IV is 23 cents

These figures are not applied, however, until the distance of 21 blocks is reached, as will be seen from the accompanying table.

Simplicity of Use of Scale Numbers.—As it is necessary to refer to a table of first-class and second-class rates for all packages weighing less than 100 pounds, the Interstate Commerce Commission adopted the plan of showing the "scale" to apply instead of the rate per 100 pounds, as has heretofore been the custom. No doubt this method was pursued on account of there being two classes under each scale—first and second.

The "Local and Joint Schedule of First and Second-class Express Rates," shown in part on pages 198 to 214, will explain the method of determining the charge on any package weighing 100 pounds or less or the rate per 100 pounds to apply on shipments weighing more than 100 pounds. The formulas given on page 178 will enable the reader to construct either the rate per 100 pounds or the charge for a less weight when he knows the scale number.

The simplicity and the advantages growing out of the use of scale numbers instead of the per-100-pound rates, will be appreciated when once understood.

Sub-Block Tariff.—The sub-block tariffs will be found following the main block tariffs and these are the tables by which rates are named between points in adjacent blocks. The method of making these rates will be minutely described. A careful examination of these tables will enable the reader quickly to determine the rate between any points situated in adjacent blocks.

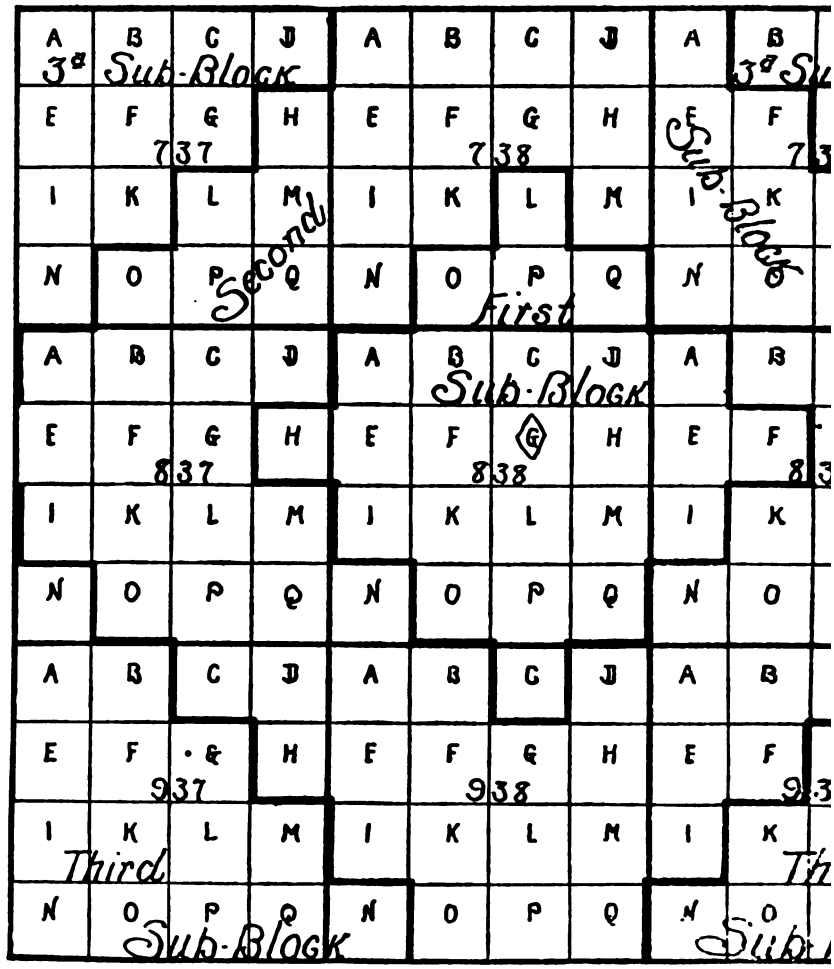
In order that one may understand fully this sub-block system, the following charts are shown to illustrate the manner in which the rates are constructed. The first chart shows the method of making rates from the center

of a block, while the second shows the location of the boundaries when the point of shipment is in a square in the extreme corner of a block. Bear in mind always that the block in which the point of shipment is located must be considered the center block, that all other blocks that touch the boundaries of this center block are called adjacent blocks, and that all rates between the center block and adjacent blocks are found in the sub-block tariff.

In the first sub-block there are always 25 squares which contain approximately 215 square miles each, or a total of 5,390 square miles. In the second sub-block the squares vary from 70 to 78 in number, which cover the territory to which the second sub-block rate applies, of from 15,050 to 16,770 square miles. The territory embraced in the third sub-block is somewhat greater than that in the first, but less than in the second, sub-block. From this it will be seen that for short distances the sub-block rates apply to a very much larger district than the block rates which cover approximately 3,450 miles.

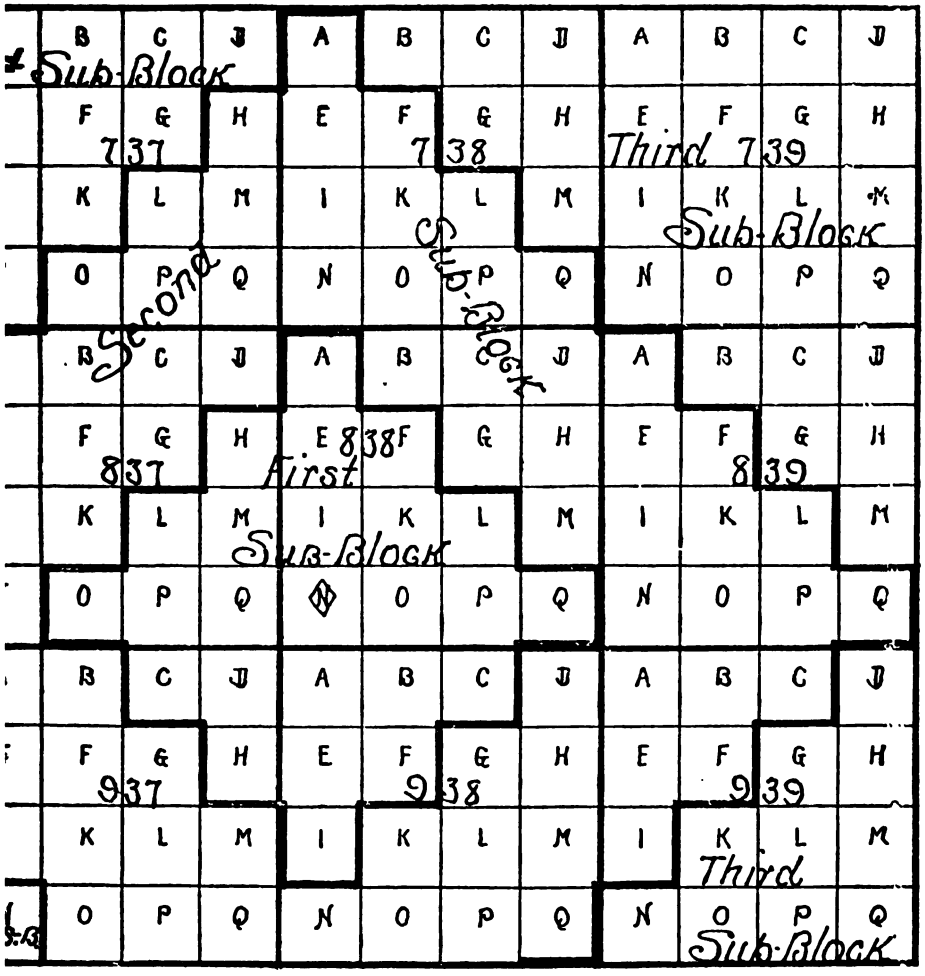
Rates Between Adjacent Blocks.—The basis used by the Interstate Commerce Commission in making rates from a square in a given block to a square in the same or an adjacent block is as follows: The square in which the office of shipment is located is made the center of a section embraced in the territory covered by counting four squares each way and in every direction, moving always at right angles; the first square is always the one in which the point of origin is located. This territory, as will be seen by reference to the small charts on pages 162 and 163, is in shape what might be termed a diamond, with each of its four sides made up of "steps"

Chart 1 _ Sub Block System



In this case the shipping point is located in square "G" of Block 838

Chart 2 — Sub-Block System



In this case the shipping point is located in square "N" of Block 838

or lines at right angles, representing the boundaries of the squares embraced. The rate from any office in the center square to any office embraced within the diamond-shaped territory takes the minimum rate for one block in the zone in which the shipment originates; that is to say, if in Zone I, the rate would be 60 cents; if in Zone II, 65 cents, etc. To points beyond this first boundary, but within a similar boundary, not more than eight squares distant, the rate is the same as for two blocks, or 75 cents in Zone I, etc.

For a rate between a square in one block and a square in an adjacent block, more than eight squares distant, the rate would be the same as for three blocks in the zone in which located, or 90 cents in Zone I; this is the maximum charge between adjacent blocks.

In Chart 1 the shipping point is located in square "G" of block 838. The rate from any point in square "G" to any point within the limits of the first sub-block is the scale for one block in the zone in which located. Block 838 is in Zone I, and the rate would therefore be 60 cents per 100 pounds. From any point in square "G" to any point in the second sub-block the rate would be the rate from two blocks, or 75 cents. To any point beyond the boundary of sub-block two and still within a block adjacent to block 838, the rate would be the rate for three blocks, or 90 cents, and this is the maximum rate charged under the sub-block system in Zone I. If the point of origin should be in Zone II, III, IV, or V, the same method would apply, but the rates would vary according to the rate basis applicable.

A careful study of these tables will enable the reader to determine readily the method of ascertaining the rate

to apply between any two points in the same or in adjacent blocks.

The foregoing is the basis on which express sub-block rates were made by the Interstate Commerce Commission, and it is necessary that the reader should fix well in his mind the method employed, as it will greatly assist him in applying the modification of the system later approved by the states and adopted on substantially all interstate traffic.

Modified Sub-Block Basis.—Attention has been directed to the state tariffs prescribed for use by the express companies in different sections of the country and hereafter to the difference between the graduated charges prescribed and those in use on interstate traffic. A casual reference to the table opposite page 176 will disclose the fact that intrastate rates were much lower than the interstate scale in the same territory; it is not difficult to imagine how hard it might be found to substitute a minimum scale of from 60 cents to $1.05 per hundred pounds for state-made rates of from 30 to 50 cents per hundred pounds, and the block basis of the Interstate Commerce Commission for a mileage scale of a state commission, particularly when the block basis resulted in material advances on heavy shipments in nearly all cases. The scale rates for small shipments, however, were lower as a rule than the graduated charges established by the states under the lower per-100-pound scales and compensated to a large extent for the increase in other directions. (See graduated charges, p. 175.)

The express companies, however, realizing the necessity for uniformity, met with the majority of state railroad commissioners in the latter part of 1913 for the

purpose of conferring on the subject and exchanging views as to the best procedure to follow.

The writer had previously suggested to the Interstate Commerce Commission that the minimum scale rates were too high and that a modification could be made without departing from the basis they had observed, by dividing the transportation charge for the first block by 4, the maximum number of squares that could be traveled in the first sub-block, and disposing of the odd cents on the basis used in fixing all scale rates. It was believed that by following this plan a set of short-distance rates would be arrived at that would be acceptable to the states and at the same time protect the express companies from wagon express competition on the short hauls. The Commission did not see fit to adopt the suggestion.

This plan was proposed to the state railroad commissioners and to the express companies at the conference referred to and was promptly agreed to by the express companies and was tentatively accepted by a number of the states and was adopted by some, while still other states required some further modifications.

The basis on which these lower scale rates, namely, 0 and 1, is made is as follows in Zone I: The transportation haul of 15 cents for the first sub-block was divided by 4, which gave the transportation charge for one square; the result was as follows:

1 square 45 cents terminal + 3¾ cents transportation = 48¾ or 50 cents.

2 squares 45 cents terminal + 7½ cents transportation = 52½ or 50 cents.

3 squares 45 cents terminal + 11¼ cents transportation = 56¼ or 55 cents.

4 squares 45 cents terminal + 15 cents transportation = 60 cents.

This process was followed in the five zones with certain modifications to meet local conditions.

The tables which follow show at a glance the general scheme of the modified sub-block rates. The points of the compass shown on these tables merely indicate their location with respect to the center block, which is always the block in which the shipment originates.

The following statement shows the states in which the sub-block basis prescribed by the Interstate Commerce Commission was adopted; those in which the modified sub-block rates were accepted; those that required some further modification of the sub-block rates; and those in which the sub-block system was rejected, in which the old mileage scales prescribed by the state commissions are still in effect. The old graduated charges are still in use in the latter states.

The express companies adopted the Interstate Commerce Commission's method of stating rates (as authorized in Order in Case 4198 for interstate traffic) for intrastate traffic in states and on effective dates as shown hereunder:

February 1, 1914

Connecticut	Maine	Pennsylvania
Delaware	Massachusetts	Vermont
Illinois	New Jersey	West Virginia
Kentucky	New York	Wisconsin
Louisiana	Ohio	

February 5, 1914

North Dakota

March 10, 1914

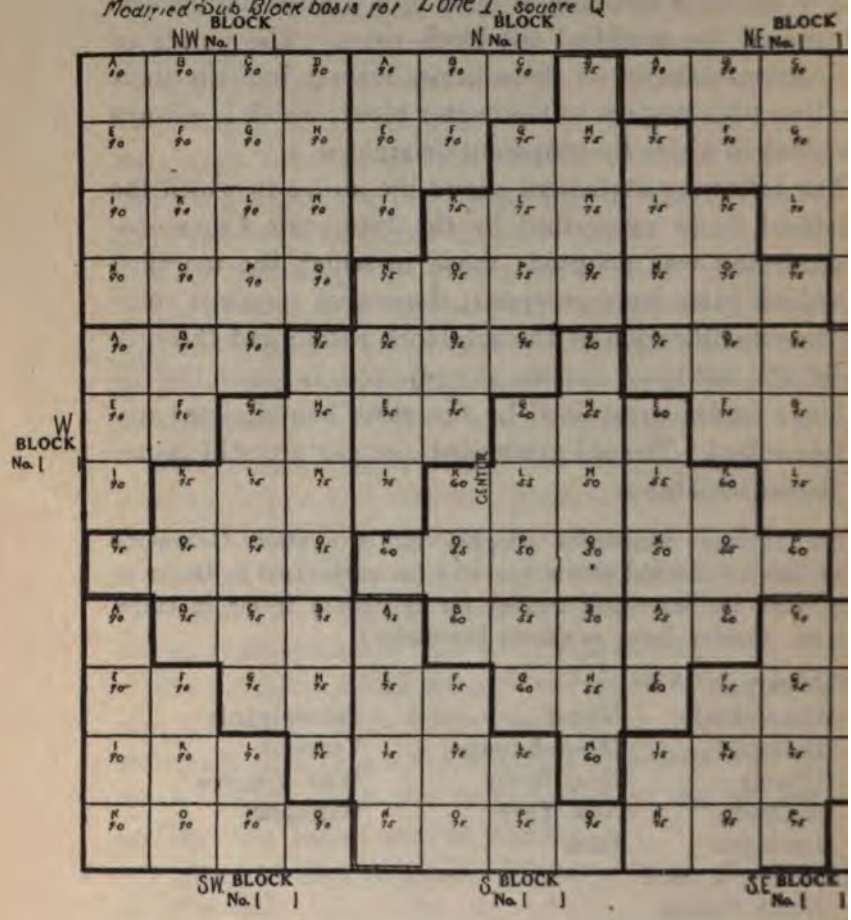
Oregon

Washington

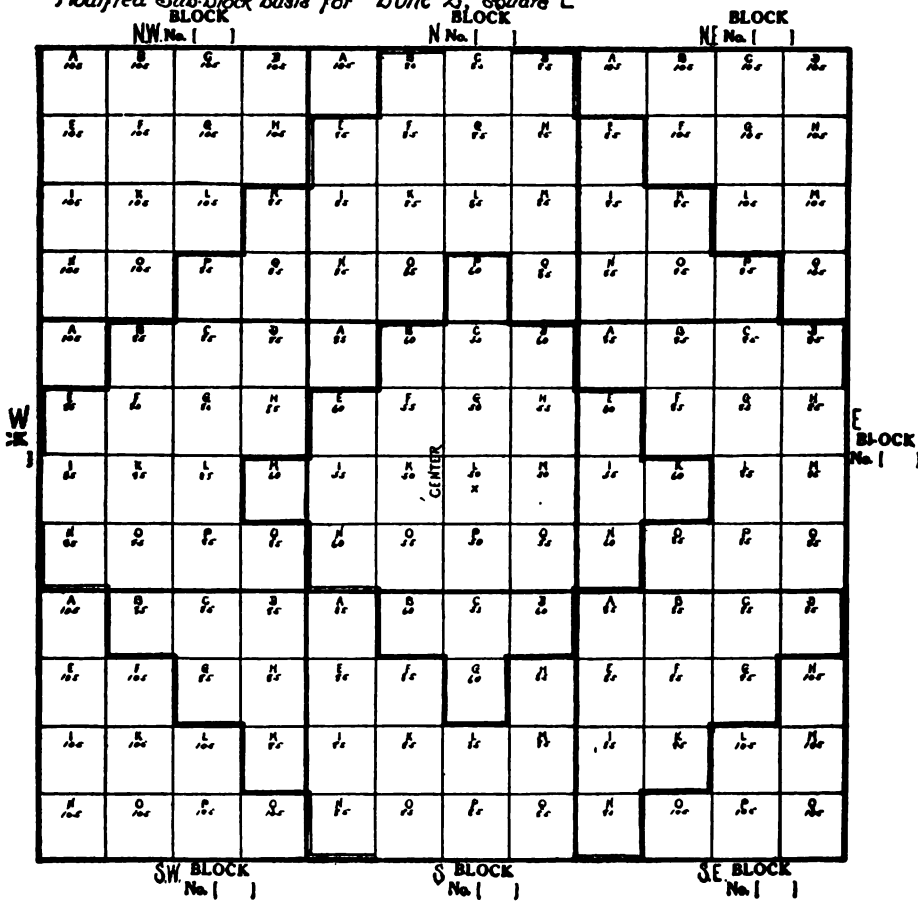
In the foregoing states the rates were computed under the I. C. C. basis and minima.

In the states named hereunder the rates were computed under

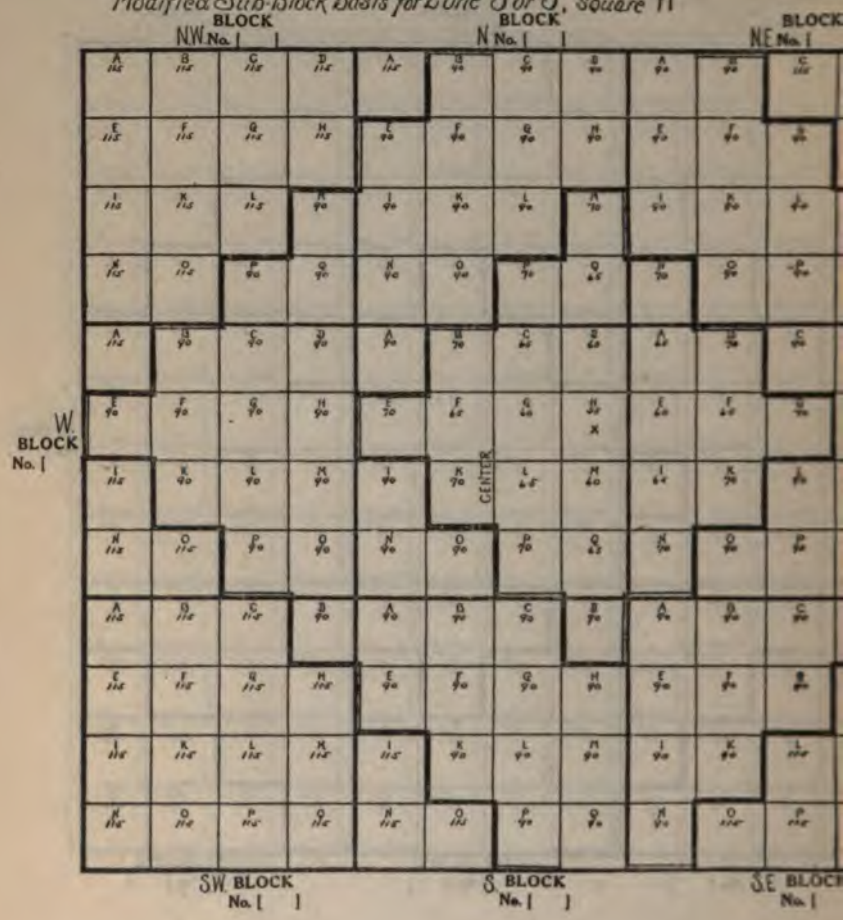
Modified Sub Block basis for Zone 1 square "Q"



Modified Sub-Block basis for Zone 2, square L



Modified Sub-Block basis for Zone 3 or 5, square "H"



Modified Sub-Block basis for Zone 4 square "P"

NW. BLOCK No. [ ] N BLOCK No. [ ] NE BLOCK No. [ ]

W. BLOCK

E. BLOCK No. [ ]

CENTER

SW. BLOCK No. [ ] S. BLOCK No. [ ] SE BLOCK No. [ ]

the I. C. C. basis as modified under agreement with the state commissions. In this list are included states previously named, the rates therein being revised to conform to the "State Modified Basis" and reissued:

March 16, 1914
California

March 20, 1914

Connecticut	New York[3]
Maine	Rhode Island
Massachusetts	Vermont

April 10, 1914

Colorado[4]	Oregon
Idaho	Utah
Louisiana	Washington
New Mexico[4]	Wyoming

April 20, 1914

Illinois	North Dakota
Minnesota[5]	Wisconsin[6]

May 1, 1914

Delaware	Pennsylvania
Kentucky	Tennessee[7]
New Jersey	West Virginia
Ohio	

[3] In the state of New York the basis was further modified as follows: "Rates to be computed by counting the sub-blocks commencing with the sub-block of origin as one and proceeding directly north, south, east or west, or in a combination of any two of these directions at right angles, except that in cases of circuitous routes the rate is not to be less than in intermediate sub-block."

[4] Modified further by adoption of low zone basis in interzone sub-block territory.

[5] Modified further by adoption of I. C. C. sub-block formula without any change.

[6] Modified further by extension of the Zone I line north to the 45th parallel.

[7] Modified further by application of the New York rule of computing rates.

June 5, 1914
North Carolina

July 1, 1914
Arkansas Kansas South Carolina

August 1, 1914
Georgia[8]

August 10, 1914
Missouri[9]

September 1, 1914
New Hampshire[10]

October 1, 1914
Michigan[11]

November 1, 1914
Virginia

December 1, 1914
Alabama[12] Maryland

January 15, 1915
Mississippi

In Nevada a point-to-point tariff with rates stated in scale numbers and governed by the Classification and Joint Schedule of First and Second Class Rates was issued effective July 25, 1915.

The old rates and methods of stating them continue in effect in the following states:

Indiana	Nebraska
Iowa	South Dakota
Montana	Texas

[8] Modified further by application of the New York rule.

[9] Modified further by extending Zone II line to all of the Missouri north of the 37th parallel and also by application of New York rule.

[10] Modified further by adoption of Exceptions to Table of Graduated Charges.

[11] Modified further by extension of Zone I line north to 45th parallel and also by application of New York rule.

[12] Modified further by application of New York rule.

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weight had been increased as much as 60 per cent without changing the rate per 100 pounds.

As the graduated charges are still applicable on some state shipments, before taking up the new "scale rates," as they are now called, it will be of interest to glance hastily at the basis heretofore employed in some states, so that a better understanding may be had of the changes wrought by the Interstate Commerce decision.

The accompanying table shows (1) the graduated charges of the express companies for the year 1887 and the principal changes up to the time the "scale rates" were adopted; (2) the graduated charges adopted by state railroad commissions, which will, in almost every case, be noticed to be somewhat lower than the express company "graduates"; and (3) the English scale of parcel rates used on the English railways.

As the scale rates apply a different charge for each pound less than 100 pounds, it is not practicable to include those figures in this table, but the reader should make careful comparisons and determine to what extent the charges for small packages have been affected by this system of rates. Space does not permit of a very extended comparison, and the graduated charges are shown for only a few base rates. The reader will understand that each base rate carried its special graduate. For a more comprehensive history of the graduated table, the reader should consult the state tariffs and the report of the Commission on express rates.[13]

(d) Scale Rates

In order that the charges for small packages might be reasonable, the express companies were directed to

[13] 24 I. C. C. Rep., 381.

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substitute for their table of graduated charges the scale rates (shown on pages 198 to 214), and these are the rates to be used in connection with rate tables on pages 189 to 197.

A careful analysis of these tables will disclose that the scale charges for packages weighing less than 100 pounds are arrived at by first deducting 25 cents from the rate for 100 pounds and multiplying the remainder by the number of pounds; to the product is then added the 25 cents. For example, where the rate per 100 pounds is $1.25, the charge on a 25-pound package would be arrived at as follows:

$1.25 — 25c = $1.00
25 lbs. @ $1.00 per cwt. = 25c
25c + 25c = 50c

Fifty cents is the charge to apply. The scale rates are calculated for all weights less than 100 pounds, so that the foregoing calculation is not necessary in order to find the charge; however, should the reader not have the scale charges convenient, the knowledge of the basis used will enable him quickly to calculate the proper charge if he is informed as to the scale number to apply.

A closer scrutiny of this table will also disclose the fact that the rate per 100 pounds between any points may be readily determined when the scale that applies is known, by multiplying the scale number by 5 and adding 50 to the product; the result will be the rate per 100 pounds expressed in cents.

Bearing in mind these two formulas, the rate for 100 pounds, or for a less weight, may be quickly figured without the assistance of the table when the scale number is known. For illustration, it is known that the rate

scale between New York and Atlanta, Ga., is No. 51, a the charge is desired for a 10-pound package: Fir find the rate per 100 pounds by the formula, $R = S \times 5$ 50; $51 \times 5 + 50 = \$3.05$. R represents the rate, and the scale number.

To find the charge for 10 pounds, the formula is:

$$\text{Charge} = \frac{(R - 25) \times 10}{100} + 25$$

$$\$3.05 - 25¢ = \$2.80$$

$$\frac{\$2.80 \times 10}{100} = 28¢$$

$$28¢ + 25¢ = 53¢$$

Fractions of one-half or less are dropped, and ov one-half are considered the next whole number.

When shipments exceed 100 pounds in weight, t charge is arrived at by multiplying the weight in poun by the rate per 100 pounds and dividing the result 100, which will give the charge in cents; in other word the process is the same as that by which freight rat are figured.

4. Express Directory

The directory of stations has already been referred t It is a publication which shows all express statior alphabetically arranged under the name of the state which located. Against the name of each station is t number of the block in which it is located, a letter inc cating in what square of the block it is found, and t express companies serving the station.

When the blocks between which rates are desired a not contiguous, the squares in which the points are l

cated are not factors in arriving at the charges. For instance, in ascertaining a rate from Richmond, Va., in block 1248, square "G," to Chicago, Ill., in block 838, square "B," the squares are not considered, for the reason that the blocks are not contiguous, and, therefore, the rate from all points in block 1248 to all points in block 838 are the same; but from Richmond, Va., to Granite, N. C., in block 1347, square "H," the squares would be factors to be considered, because these blocks are adjacent. In the rate tables shown hereafter, adjacent blocks are indicated "Sub-block." The station directory also shows whether or not the delivery limits are in any way restricted, and if so, a reference is made to the publication in which the free-delivery zone is outlined and in which will be found the cost of delivery beyond that zone.

5. Method of Ascertaining an Express Rate Between Given Points

The following tariffs explain the system of stating all interstate rates on classified merchandise or merchandise not classified when not specifically covered by commodity tariffs.

The forms on the following pages show:

1. Joint Directory of Express Stations, pages 181 to 185.
2. Joint Directory of Collection and Delivery Limits, pages 186 to 188.
3.[14] (a) The scale numbers to be applied from given blocks to all other blocks. (b) The sub-block method of stating rates to adjacent blocks, pages 189 to 197.
4.[15] The local and joint schedule of first-class and second-class

[14] A separate tariff is issued for each block. The tariffs contained herein show the general form of these issues; the title pages are omitted except in the case of tariff from block 838.

[15] Rates are given for scales up to No. 76. The reader can easily calculate other charges from the formulas given.

express rates to be used in connection with the above tables, pages 199 to 214.

In the foregoing sections, the principal express issues have been described and the basis on which the rates are made has been outlined. The next step is the practical application of these tariffs to find a rate between given points. An illustration will be sufficient. Assume that it is desired to find the rate on a fifty-pound shipment of first-class matter from Chicago to New York.

1. In the station directory beginning on the next page, under the state of Illinois, Chicago is found to be in block 838 B; under the state of New York, New York City is found to be in block 952 A. As these blocks are not adjacent, the sub-block is not a factor in the rate.

2. On page 190 is the tariff showing rates from block 838, and opposite block 952 is found scale 38, which is the scale to apply.

3. On page 207 is found the schedule of first-class and second-class rates and under scale 38 the charge on fifty pounds is found to be $1.32; the charge on a second-class shipment is found under the column of second-class rates and is 99 cents.

Supplements to this Directory will be in effect at any time.

Title Page and Rules Section { I. C. C. No. A-3. C. R. C. No. 152.

Adams Express Company
American Express Company
Canadian Express Company
Canadian Northern Express Company
Dominion Express Company
Globe Express Company
Great Northern Express Company
National Express Company
Northern Express Company
Southern Express Company
United States Express Company
Wells Fargo & Company Express
Western Express Company

JOINT DIRECTORY

OF

EXPRESS STATIONS

SHOWING

BLOCK NUMBERS

AND

SUB-BLOCK LETTERS

DESIGNATING THEIR LOCATIONS

To be used in connection with Tariffs issued subject thereto.

Governed by, and applying in connection with, Joint Directory of Collection and Delivery Limits at Express Stations I. C. C. No. A-4, Supplements thereto and reissues thereof.

Issued and filed with the Interstate Commerce Commission and Canadian Railway Commission by F. G. AIRY, Agent, 3 Rector Street, New York, N. Y., for the individual Companies named herein.

ISSUED JANUARY 1, 1914.

EFFECTIVE FEBRUARY 1, 1914.

In compliance with order of Interstate Commerce Commission in Docket No. 4198.

This tariff is filed with the Interstate Commerce Commission by me as Agent for the following Express Companies under Powers of Attorney as indicated below:

ADAMS EXPRESS COMPANY	EX 1—No. 3.	NATIONAL EXPRESS COMPANY	EX 1—No. 4.
AMERICAN EXPRESS COMPANY	EX 1—No. 4.	NORTHERN EXPRESS COMPANY	EX 1—No. 4.
CANADIAN EXPRESS COMPANY	EX 1—No. 4.	SOUTHERN EXPRESS COMPANY	EX 1—No. 6.
CANADIAN NORTHERN EXPRESS COMPANY	EX 1—No. 3.	UNITED STATES EXPRESS COMPANY	EX 1—No. 6.
GLOBE EXPRESS COMPANY	EX 1—No. 3.	WELLS FARGO & COMPANY EXPRESS	EX 1—No. 4.
GREAT NORTHERN EXPRESS COMPANY	EX 1—No. 4.	WESTERN EXPRESS COMPANY	EX 1—No. 4.

CONCURRING CARRIER:

DOMINION EXPRESS COMPANY ..... EX 7—No. 3.

This tariff is filed with the Canadian Railway Commission by me as Agent for the following Express Companies under Powers of Attorney as indicated below:

ADAMS EXPRESS COMPANY	P. A. No. 1:	NATIONAL EXPRESS COMPANY	P. A. No. 1.
AMERICAN EXPRESS COMPANY	P. A. No. 1.	NORTHERN EXPRESS COMPANY	P. A. No. 1.
CANADIAN EXPRESS COMPANY	P. A. No. 1.	SOUTHERN EXPRESS COMPANY	P. A. No. 1.
CANADIAN NORTHERN EXPRESS COMPANY	P. A. No. 1.	UNITED STATES EXPRESS COMPANY	P. A. No. 1.
DOMINION EXPRESS COMPANY	P. A. No. 1.	WELLS FARGO & COMPANY EXPRESS	P. A. No. 1.
GLOBE EXPRESS COMPANY	P. A. No. 1.	WESTERN EXPRESS COMPANY	P. A. No. 1.
GREAT NORTHERN EXPRESS COMPANY	P. A. No. 2.		

F. G. AIRY, Agent, 2 Rector Street, New York, N. Y.

NAME, TITLE AND ADDRESS OF OFFICIALS OF EXPRESS COMPANIES AUTHORIZED TO PREPARE AND ISSUE TARIFFS.

OFFICIAL	TITLE	NAME OF EXPRESS COMPANY	ADDRESS
J. ZIMMERMAN	General Manager	Adams	New York, N. Y.
J. H. BRADLEY	Vice-President and General Traffic Manager	American	New York, N. Y.
W. W. WILLIAMSON	Superintendent Tariffs	Canadian	Montreal, P. Q.
W. C. MUIR	General Superintendent	Canadian Northern	Winnipeg, Man.
W. H. BURR	Traffic Manager	Dominion	Toronto, Ont.
D. D. MAYO	General Manager	Globe	Denver, Colo.
D. S. ELLIOTT	President	Great Northern	St. Paul, Minn.
J. H. BRADLEY	General Traffic Manager	National	New York, N. Y.
E. W. BENNETT	Traffic Superintendent	Northern	St. Paul, Minn.
E. M. WILLIAMS	Second Vice-President	Southern	Chattanooga, Tenn.
M. T. JONES	Traffic Manager	United States	New York, N. Y.
GEO. S. LEE	Traffic Manager	Wells Fargo & Company Express	New York, N. Y.
W. H. BURR	Traffic Manager	Western	Toronto, Ont.

INDEX TO STATES SHOWN IN THIS DIRECTORY.

	Effective Date		Effective Date		Effective Date
Alabama	February 1, 1914	Louisiana	February 1, 1914	North Dakota	February 1, 1914
Arizona	February 1, 1914	Maine	February 1, 1914	Ohio	February 1, 1914
Arkansas	February 1, 1914	Maryland	February 1, 1914	Oklahoma	February 1, 1914
California	February 1, 1914	Massachusetts	February 1, 1914	Oregon	February 1, 1914
Colorado	February 1, 1914	Michigan	February 1, 1914	Pennsylvania	February 1, 1914
Connecticut	February 1, 1914	Minnesota	February 1, 1914	Rhode Island	February 1, 1914
Delaware	February 1, 1914	Mississippi	February 1, 1914	South Carolina	February 1, 1914
District of Columbia	February 1, 1914	Missouri	February 1, 1914	South Dakota	February 1, 1914
Florida	February 1, 1914	Montana	February 1, 1914	Tennessee	February 1, 1914
Georgia	February 1, 1914	Nebraska	February 1, 1914	Texas	February 1, 1914
Idaho	February 1, 1914	Nevada	February 1, 1914	Utah	February 1, 1914
Illinois	February 1, 1914	New Hampshire	February 1, 1914	Vermont	February 1, 1914
Indiana	February 1, 1914	New Jersey	February 1, 1914	Virginia	February 1, 1914
Iowa	February 1, 1914	New Mexico	February 1, 1914	Washington	February 1, 1914
Kansas	February 1, 1914	New York	February 1, 1914	West Virginia	February 1, 1914
Kentucky	February 1, 1914	North Carolina	February 1, 1914	Wisconsin	February 1, 1914
				Wyoming	February 1, 1914

ITEM 1.

EXPLANATION.

This publication is a list of express stations, issued in State sections, and in each State section, in alphabetical order, will be found a complete list of express stations in that State. The name of each express station is followed by a block number and a sub-block letter, indicating the main block and sub-block in which located. The express companies represented at each express station are indicated by abbreviations as shown below, and if collection and delivery service is maintained, the name of the station is followed by (d). The extent of such collection and delivery service is defined in "Joint Directory of Collection and Delivery Limits" I. C. C. No. A-4, Supplements thereto and reissues thereof.

EXAMPLE—

Indianapolis (d)	Ad.A.N.U.	1039	D
Denver (d)	Ad.A.G.U.W	1021	E

This indicates that Indianapolis is in block 1039, sub-block D, and is served by the Adams, American, National and United States Express Companies, and that Denver is in block 1021, sub-block E, and is served by the Adams, American, Globe, United States and Wells Fargo & Company; also that collection and delivery service is maintained at both points as indicated by (d).

ITEM 2.

ABBREVIATIONS.

Ad. Adams Express Co.
A. American Express Co.
C. Canadian Express Co.
CN. Canadian Northern Express Co.
(d) Free Delivery
G. Globe Express Co.
GN. Great Northern Express Co.
Jct. Junction.
N. National Express Co.
Nor. Northern Express Co.
S. Southern Express Co.
(Sn.) Season Office, *i. e.*: Offices open only during a portion of the year
(Str.) Steamer
U. United States Express Co.
W. Wells Fargo & Company Express
West. Western Express Co.

Office and Representation	Block No. and Sub-Block Letter	
Alabama		
Alexander City .....S.	1740	A
Anniston (d) .....S.	1640	E
Birmingham (d) ....A.S.U.	1639	E
Decatur (d) .....S.	1539	E
Dothan (d) .....S.	1840	P
Gadsden (d) .....S.	1539	Q
Montgomery (d) .....S.	1739	L
Opelika (d) .....S.	1740	G
Sylacauga .....S.	1639	P
Tuscaloosa (d) .....S.	1638	O
Arizona		
Ash Fork .....W.	1413	P
Bisbee (d) .....W.	1816	I
Maricopa .....W.	1613	Q
Phoenix (d) .....W.	1613	M
Prescott (d) .....W.	1513	G
Tucson (d) .....W.	1715	N
California		
Los Angeles (d) .....A.W.	1507	P
Pasadena (d) .....A.W.	1507	Q
Sacramento (d) .....G.W.	1104	G
San Francisco (d).....G.W.	1203	C
San Jose (d).....W.	1204	I
Colorado		
Boulder (d) .....Ad.A.W.	920	P
Colorado City (d).....G.W.	1121	A
Colo. Springs (d).Ad.G.U.W.	1121	A
Cripple Creek (d)....Ad.W.	1120	H
Denver (d) ...Ad.A.G.U.W.	1021	E
Florence (d) .....G.W.	1120	M
Grand Jct. (d).....G.W.	1017	O
Leadville (d) .....Ad.G.W.	1019	P
Pueblo (d) .....Ad.G.U.W.	1121	K
Trinidad (d) .....Ad.G.W.	1221	O
Connecticut		
Ansonia (d) .....Ad.	852	M
Bridgeport (d) .....Ad.	852	Q
Canaan (d) .....Ad.	752	P
Hartford (d) .....Ad.	853	B
Higganum .....Ad.	853	K
Meriden (d) .....Ad.	853	E
New Haven (d) .....Ad.	853	I
Norwich (d) .....Ad.A.	853	H
District of Columbia		
Washington (d)...Ad.A.S.U.	1148	D

Office and Representation	Block No. and Sub-Block Letter	
Florida		
Apalachicola (d) .....S.	2041	E
Dade City .....S.	2143	M
Daytona (d) .....S.	2044	Q
De Funiac Springs .....S.	1939	H
Gainesville (d) .....S.	2043	G
Jacksonville (d) .....S.	1944	K
Jupiter .....S.	2345	D
Key West (d).....S.	2544	E
Madison (d) .....S.	1942	L
Pensacola (d) .....S.	1938	M
Tampa (d) .....S.	2243	C
Georgia		
Atlanta (d) .....Ad.S.	1641	C
Augusta (d) .....S.	1644	I
Brunswick (d) .....S.	1844	P
Columbus (d) .....S.	1741	I
Dublin (d) .....S.	1743	I
Macon (d) .....S.	1742	B
Quitman (d) .....S.	1942	B
Savannah (d) .....S.	1744	Q
Idaho		
Boise (d) .....A.	609	H
Downey .....A.	713	M
Ketchum .....A.	611	G
Pocatello (d) .....A.	713	C
Steunenberg .....A.Nor.	309	P
Twin Lakes .....West.	209	A
Illinois		
Ashland .....N.U.	1035	D
Carbondale (d) .....A.	1236	H
Chicago (d) .....Ad.A.G.N. .....N.Nor.U.W.West.	838	B
Danville (d) .....A.U.W.	938	O
E. St. Louis (d)..... .....Ad.A.N.S.U.W.	1135	H
Farmingdale .....U.	1036	A
Galesburg (d) .....Ad.W.	935	C
Granite City (d)..A.N.U.W.	1135	H
Lincoln (d) .....A.N.U.	936	P
Quincy (d) .....Ad.W.	1034	C
Sparta (d) .....A.S.	1136	O
Indiana		
Columbus (d) .....Ad.A.	1040	N
Evansville (d) ...Ad.A.S.U.	1238	B
Fort Wayne (d).Ad.A.N.U.W.	840	Q
Indianapolis (d)..Ad.A.N.U.	1039	D
La Fayette (d).....A.U.W.	939	I

Office and Representation	Block No. and Sub-Block Letter	
Indiana—*Continued*		
Muncie (d) .....Ad.A.U.	940	P
Richmond (d) .....Ad.U.	1041	A
South Bend (d)...A.N.U.W.	839	G
Terre Haute (d)....Ad.A.U.	1038	L
Iowa		
Burlington (d) .....Ad.U.	934	D
Cedar Rapids (d)...A.U.W.	834	B
Council Bluffs (d).Ad.A.U.W.	830	I
Davenport (d) ...Ad.A.U.W.	835	F
Des Moines (d)...Ad.A.U.W.	832	F
Dubuque (d) .....Ad.A.W.	735	F
Fort Dodge (d)....Ad.A.W.	731	H
Keokuk (d) .....Ad.U.W.	934	L
Sioux City (d).Ad.A.G.N.W.	729	L
Kansas		
Atchison (d) .....Ad.U.W.	1030	H
Fort Scott (d) .....A.U.W.	1231	B
Galena (d) .....A.U.	1231	O
Hutchison (d) .....U.W.	1128	N
Kansas City (d)..Ad.A.U.W.	1031	O
Lawrence (d) .....A.W.	1130	D
Leavenworth (d) .Ad.A.U.W.	1031	I
Pittsburg (d) .....A.U.W.	1231	K
Topeka (d) .....A.U.W.	1030	O
Wichita (d) .....A.U.W.	1228	G
Louisiana		
Alexandria (d)....A.S.U.W.	1833	L
Baton Rouge (d)....A.U.W.	1934	M
Lake Charles (d).....W.	1932	Q
Monroe (d) .....S.U.W.	1733	M
New Iberia (d) .....U.W.	1934	N
New Orleans (d)..A.S.U.W.	2035	D
Shreveport (d) .....A.S.W.	1732	I
Maine		
Augusta (d) .....A.	556	I
Bangor (d) .....A.	557	A
Biddeford (d) .....A.	655	L
Lewiston (d) .....A.C.	555	Q
Portland (d) .....A.C.	655	G
Massachusetts		
Boston (d)..Ad.A.N.W.West.	754	M
Cambridge (d) .....Ad.A.	754	M
Fall River (d) .....Ad.	854	H
Lawrence (d) .....A.	754	H
Massachusetts—*Continued*		
Lowell (d) .....Ad.A.	754	G
Lynn (d) .....A.	755	I
New Bedford (d) .....Ad.	855	E
Pittsfield (d) .....Ad.A.	752	L
Springfield (d) .....Ad.A.	753	O
Worcester (d) .....Ad.A.N.	754	I
Michigan		
Bay City (d).....A.N.U.	642	E
Calumet (d) .....W.West.	237	L
Detroit (d) ....Ad.A.C.N.U.W.West.	742	M
Grand Rapids (d).Ad.A.N.U.	740	B
Kalamazoo (d) ..Ad.A.N.U.	740	K
Lansing (d) .....A.N.U.	741	F
Marquette (d) .....A.West.	338	G
Port Huron (d) ...A.C.N.U.	743	C
Saginaw (d) .....A.N.U.	642	I
Sault Ste. Marie (d)..West.	341	L
Minnesota		
Duluth (d) ....Ad.A.GN.Nor.U.West.	333	D
Minneapolis (d) ....Ad.A.GN.Nor.U.W.West.	532	C
St. Cloud (d).....GN.Nor.	431	H
St. Paul (d) ....Ad.A.GN.Nor.U.W.West.	532	D
Stillwater (d) ....A.Nor.W.	433	N
Winona (d) .....Ad.A.W.	534	O
Mississippi		
Columbus (d) .....S.	1637	G
Greenville (d) .....A.S.	1634	M
Hattiesburg (d) .....S.	1836	L
Jackson (d) .....A.S.	1735	M
Meridian (d) .....S.	1737	K
Natchez (d) .....A.S.W.	1834	G
Vicksburg (d) .....A.S.	1735	L
Yazoo City (d) .....A.	1735	C
Montana		
Anaconda (d)..A.GN.Nor.W.	313	N
Billings (d) ....Ad.GN.Nor.	417	B
Butte (d) ....A.GN.Nor.W.	313	O
Deer Lodge (d).....Nor.W.	313	K
Helena (d) .....GN.Nor.	313	H
Kalispell (d) .....GN.	111	P
Missoula (d) .....Nor.W.	312	A

Office and Representation	Block No. and Sub-Block Letter	
Nebraska		
Beatrice (d) .....Ad.A.U.	929	I
Grand Island (d)..Ad.A.W.	927	C
Lincoln, Lancaster Co. (d) .....Ad.A.U.W.	929	B
Nebraska City (d)....Ad.W.	930	E
Omaha (d) .....Ad.A.U.W.	830	I
New Jersey		
Atlantic City (d)....Ad.U.	1051	L
Highlands (d) .....U.	951	M
Jersey City (d)..Ad.N.U.W.	951	H
Lakewood (d) .....U.	951	Q
Newark (d) .....Ad.U.W.	951	H
Trenton (d) .....Ad.U.	951	N
New York		
Albany (d) .....A.N.	752	E
Buffalo (d)..Ad.A.C.N.U.W.	747	A
Elmira (d) .....Ad.U.W.	749	N
Fishkill (d) .....A.	852	E
New York (d).Ad.A.N.U.W.	952	A
Rochester (d)..Ad.A.N.U.W.	648	O
North Carolina		
Asheville (d) .....S.	1443	F
Charlotte (d) .....S.	1445	N
Durham (d) .....S.	1347	N
Greensboro (d) .....S.	1346	N
High Point (d) .....S.	1445	D
Newbern (d) .....S.	1448	Q
Wilmington (d) .....S.	1548	N
Ohio		
Cincinnati (d)....Ad.S.U.W.	1041	O
Cleveland (d) ..Ad.A.N.U.W.	844	F
Columbus (d)...Ad.A.S.U.W.	1043	A
Fostoria (d)...Ad.A.N.U.W.	842	P
Lima (d) .....Ad.A.N.U.W.	941	H
Marietta (d) .....Ad.U.	1044	L
Toledo (d) ....Ad.A.N.U.W.	842	F
Oregon		
Baker City (d).....A.	508	A
Eugene (d) .....GN.W.	502	Q
Grass Valley .....A.	405	I
Portland (d) ....A.G.N.Nor.West.	403	F
The Dalles (d).....A.	404	H

Office and Representation	Block No. and Sub-Block Letter	
Pennsylvania		
Altoona (d) .....Ad.	947	G
Bethlehem (d) .....Ad.U.	950	G
Harrisburg (d) .....Ad.U.	949	I
Johnstown (d) .....Ad.U.	947	I
McKeesport (d) ....Ad.A.U.	946	I
Philadelphia (d) .....Ad.U.	1050	D
Pittsburg (d) ...Ad.A.U.W.	946	I
Scranton (d) ....Ad.N.U.W.	850	K
Rhode Island		
Narragansett Pier (d)...Ad.	854	L
Pawtucket (d) .....Ad.	854	C
Providence (d) .....Ad.	854	C
Woonsocket (d) .....Ad.	754	O
South Dakota		
Aberdeen (d) ..Ad.A.GN.W.	427	L
Deadwood (d) .....Ad.A.	522	K
Elkton .....A.U.	529	P
Huron (d) .....A.G.N.	527	M
Pierre (d) .....A.	525	L
Sioux Falls (d)..A.G.N.U.W.	629	F
Yankton (d) .....A.G.N.W.	728	C
Texas		
Austin (d) .....A.W.	1928	I
Corpus Christi (d).....W.	2228	C
Dallas (d) .....A.U.W.	1729	A
Eagle Pass (d) .....W.	2125	G
Fort Worth (d)..Ad.A.U.W.	1728	C
Galveston (d) .....A.W.	2031	I
Marshall (d) .....A.W.	1731	G
Waco (d) .....A.W.	1828	H
Virginia		
Bristol (d) .....S.	1343	H
Danville (d) .....S.	1346	G
Harrisonburg (d)...Ad.S.W.	1147	I
Lynchburg (d).....Ad.S.	1246	M
Norfolk (d) .....Ad.S.U.	1349	C
Petersburg (d) .....S.	1248	P
Richmond (d) .....Ad.S.	1248	G
Washington		
Bellingham (d)A.G.N.Nor.W.	103	G
Everett (d)...A.G.N.Nor.W.	203	D
Olympia (d).....A.G.N.Nor.	208	N
Seattle (d) .... A.G.N.Nor.W.West	203	G
Spokane (d).A.G.N.Nor.West	208	G

Only three Supplements to this Directory will be in effect at any time.

Rules and Title Page Section I. C.

Adams Express Company
American Express Company
Canadian Express Company
Canadian Northern Express Company
Dominion Express Company
Globe Express Company
Great Northern Express Company
National Express Company

New York & Boston Despatch Express C
Northern Express Company
Southern Express Company
United States Express Compa
Wells Fargo & Company Exp
Western Express Company

JOINT DIRECTOR

OF

COLLECTION

AND

DELIVERY LIMITS

AT

EXPRESS STATION

Issued and filed with the Interstate Commerce Commission by F. O. AIRY, Agent, 2 Rector Street, New Y
For the Individual Companies named herein.

ISSUED JANUARY 1, 1914.

EFFECTIVE FEBRUARY 1,

In compliance with order of Interstate Commerce
In Case No. 4198.

This tariff is filed with the Interstate Commerce Commission by me as Agent for the following Express Companies under Powers of Attorney as d below:

S EXPRESS COMPANY	EX 1—No. 3.	NEW YORK & BOSTON DESPATCH EXPRESS CO.	EX 1—No. 28.
ICAN EXPRESS COMPANY	EX 1—No. 4.	NORTHERN EXPRESS COMPANY	EX 1—No. 4.
DIAN EXPRESS COMPANY	EX 1—No. 4.	SOUTHERN EXPRESS COMPANY	EX 1—No. 6.
DIAN NORTHERN EXPRESS COMPANY	EX 1—No. 3.	UNITED STATES EXPRESS COMPANY	EX 1—No. 5.
S EXPRESS COMPANY	EX 1—No. 3.	WELLS FARGO & COMPANY EXPRESS	EX 1—No. 4.
T NORTHERN EXPRESS COMPANY	EX 1—No. 4.	WESTERN EXPRESS COMPANY	EX 1—No. 4.
NAL EXPRESS COMPANY	EX 1—No. 4.		

CONCURRING CARRIER:

DOMINION EXPRESS COMPANY.....EX 7—No. 3.

F. G. AIRY, Agent, 2 Rector Street, New York, N. Y.

INDEX TO STATES SHOWN IN THIS DIRECTORY.

	Effective Date		Effective Date		Effective Date
a	February 1, 1914	Maine	February 1, 1914	Ohio	February 1, 1914
	February 1, 1914	Maryland	February 1, 1914	Oklahoma	February 1, 1914
s	February 1, 1914	Massachusetts	February 1, 1914	Oregon	February 1, 1914
ia	February 1, 1914	Michigan	February 1, 1914	Pennsylvania	February 1, 1914
o	February 1, 1914	Minnesota	February 1, 1914	Rhode Island	February 1, 1914
ticut	February 1, 1914	Mississippi	February 1, 1914	South Carolina	February 1, 1914
re	February 1, 1914	Missouri	February 1, 1914	South Dakota	February 1, 1914
of Columbia	February 1, 1914	Montana	February 1, 1914	Tennessee	February 1, 1914
	February 1, 1914	Nebraska	February 1, 1914	Texas	February 1, 1914
	February 1, 1914	Nevada	February 1, 1914	Utah	February 1, 1914
	February 1, 1914	New Hampshire	February 1, 1914	Vermont	February 1, 1914
	February 1, 1914	New Jersey	February 1, 1914	Virginia	February 1, 1914
	February 1, 1914	New Mexico	February 1, 1914	Washington	February 1, 1914
	February 1, 1914	New York	February 1, 1914	West Virginia	February 1, 1914
	February 1, 1914	North Carolina	February 1, 1914	Wisconsin	February 1, 1914
ky	February 1, 1914	North Dakota	February 1, 1914	Wyoming	February 1, 1914
a	February 1, 1914				

EM 1.—INSTRUCTIONS.

This is a joint publication defining the limits within which free delivery and pick-up service is performed by the express mpanies named herein, arranged alphabetically by States.

EM 2.—CORPORATE LIMITS.

When the name of a station is followed by the words "Corporate Limits," it means that such free delivery and collection rvice includes the corporate limits of such city or town as existing on the effective date of publication.

EM 3.—ABBREVIATIONS.

Ave.	Avenue	Pl.	Place	N. E.	Northeast	S. W.	Southwest
Blvd.	Boulevard	E.	East	N. W.	Northwest	S.	South
St.	Street	N.	North	S. E.	Southeast	W.	West

ALABAMA.

ABBEVILLE—Depot St., from A. C. L. Ry. east to Court House Square; around Court House Square to Kirkland St.; south on Kirkland St. to Kelly St.; west on Kelly St. to College St.; return east on Kelley St. to Kirkland St.; north on Kirkland St. to Depot St.; west on Depot St. to Depot.

ANNISTON—4th St., from Noble St. east to Goodwin Ave.; north on Goodwin Ave. to 10th St.; east on 10th St. to Woodstock Ave.; north on Woodstock Ave. to 22d St.; west on 22d St. to Mulberry Ave.; south on Mulberry Ave. to 18th St.; west on 18th St. to Brown Ave.; south on Brown Ave. to 14th St.; east on 14th St. to Mulberry Ave.; south on Mulberry Ave. to 4th St.; on 4th St. to Noble St.

ATTALLA—3d Ave., from 1st St. west to 4th St.; north on 4th St. to 5th Ave.; east on 5th Ave. to 3d St.; north on 3d St. to 9th Ave.; south on 3d St. to 7th Ave.; east on 7th Ave. to 1st St.; south on 1st St. to 3d Ave.

BESSEMER—Dartmouth Ave., from 14th St. east to 25th St.; north on 25th St. to 12th Ave.; west on 12th Ave. to 14th St.; south on 14th St. to Dartmouth Ave.

BIRMINGHAM—32d St., from 15th Ave. North south to Highland Ave.; east and south on Highland Ave. to Halls Ave.; east on Halls Ave. to Maple St.; east on Maple St. to Pine St.; south on Pine St. to terminus of street; west to Whittaker St.; south on Whittaker St. to Taylor St.; west on Taylor St. to terminus of street; south to Red Mountain St.; west on Red Mountain St. to Milner St.; west on Milner St. to Maiden Lane; south on Maiden Lane to Maplewood Ave.; west on Maplewood Ave. to 16th Ave. South; west on 16th Ave. South to 14th St.; south on 14th St. to 16th Ave. South; west on 16th Ave. South to 11th St.; south on 11th St. to south boundary of Glen Iris and Highland Parks; west on south boundary of Glen Iris and Highland Parks to west boundary of Highland Parks; north on west boundary of Highland Parks to Phillips St.; east on Phillips St. to High St.; south on High St. to Baxter St.; east on Baxter St. to Regent St.; north on Regent St. to 13th Ave. South; east on 13th Ave. South to 7th St.; north on 7th St. to L. & N. R.R.; north on L. & N. R.R. to Ave. B; east on Ave. B to 13th St.; north on 13th St. to A. G. S. R.R.; west on A. G. S. R.R. to 8th St.; north on 8th St. to 4th Ave.; east on 4th Ave. to 10th St.; north on 10th St. to 10th Ave. North; east on 10th Ave. North to 11th St.; north on 11th St. to Walker St.; north on Walker St. to County Road; west on County Road to Lawn St.; north on Lawn St. to Cove Ave.; east on Cove Ave. to Edwin St.; north on Edwin St. to Hewett Ave.; east on Hewett Ave. to 17th St.; south on 17th St. to 15th Ave. North; east on 15th Ave. North to Henry St.; north on Henry St. to 15th Ave. North; east on 15th Ave. North to Reservoir St.; north on Reservoir St. to intersection of 23d St., Water St. and Reservoir St.; north on Water St. to 15th Ave. North; east on 15th Ave. North to 32d St.

BREWTON—Mildred St., from St. Joseph St. east to Green St.; return west on Mildred St. to St. Ironett St.; north on St. Ironett St. to Dear St.; east on Dear St. to Green St.; return west on Dear St. to St. Joseph St.; south on St. Joseph St. to Mildred St.

CORDOVA—Depot St., from S. Ry. Depot east to Short St.; north on Short St. to Stevens St.; east on Stevens St. to Commerce St.; north on Commerce St. to Mill St.; east on Mill St. to Main St.; north on Main St. to St. L. & S. F. R.R. and Public Road; northwest on Public Road to St. L. & S. F. R.R. Depot; southwest on Public Road to Indian Head Mills Road; southeast on Indian Head Mills Road to Commerce St.; south on Commerce St. to Stevens St.; west on Stevens St. to Short St.; south on Short St. to Depot St.; west on Depot St. to S. Ry. Depot.

CULLMAN—Arnold St., from L. & N. Passenger Station, east to 1st Ave. East; south on 1st Ave. East to 2d St.; east on 2d St. to 3d Ave. East; south on 3d Ave. East to 6th St.; west on 6th St. to 2d Ave. East; north on 2d Ave. East to 5th St.; west on 5th St. to 2d Ave. West; north on 2d Ave. West to 4th St.; west on 4th St. to 3d Ave. West; north on 3d Ave. West to 1st St.; east on 1st St. to 1st Ave. West; north on 1st Ave. West to Arnold St.; east on Arnold St. to L. & N. Passenger Station.

DECATUR—3d Ave., from River north to Geddie St.; south on Geddie St. to Davis St.; east on Davis St. to L. & N. R.R. or Bank St.; south on Bank St. to Lee St.; east on Lee St. to Alabama St.; north on Alabama St. to River.

DEMOPOLIS—College St., from Cedar St. west to Desnonette St.; north on Desnonette St. to Jackson St.; west on Jackson St. to Earl St.; north on Earl St. to Washington St.; east on Washington St. to Glover St.; north on Glover St. to Monroe St.; east on Monroe St. to Commissioners St.; north on Commissioners St. to Childers St.; east on Childers St. to Strawberry St.; south on Strawberry St. to Fulton St.; east on Fulton St. to Front St.; south on Front St. to Jackson St.; west on Jackson St. to Cedar St.; south on Cedar St. to College St.

DOTHAN—Foster St., from Main St. north to on North Ave. to Montanna St.; south on Montan St. to Franklin St.; east on Franklin St. to A. & St along A. & St. A. R. Ry. to Foster St.

ENSLEY—Ave. B, from 30th St. north to 19th St. to Ave. A; east on 19th St. to Ave. C; north on east on 13th St. to Ave. E; north on Ave. E to 12th St. to Ave. I; south on Ave. I to 14th St.; east on north on Ave. L to 13th St.; west on 13th St. to Av St. to Ave. L; south on Ave. L to 20th St.; west on south on Ave. J to 28th St.; west on 28th St. to Ave. I to 29th St.; west on 29th St. to Ave. G; south St.; west on 30th St. to Ave. B.

EUFAULA—Orange St., from Broad St. north west on Milton's Alley to Randolph St.; north on Browder St.; west on Browder St. to Cotton Ave. Ave. to Highland Ave.; west on Highland Ave. to S on Sanford St. to Broad St.; west on Broad St. to on River St. to Washington St.; east on Washingto St.; north on Randolph St. to Union St.; east on ingston St.; south on Livingston St. to Washington S ington St. to Van Buren St.; south on Van Buren east on Hunter St. to Front St.; north on Front St. on Broad St. to Orange St., and also on North V blocks north from Broad St.; on North Forsyth St from Broad St., and on Britt's Alley one block east

EVERGREEN—Mill St., from West Front St. ea return on Mill St. to East Front St.; south on East St.; east on Cary St. to Desplous St.; return on Front St.; south on East Front St. to Cemetery A Cemetery Ave. to Rural St.; west on Rural St. to on Court St. to Liberty St.; return on Court St. to Rural St. to West Front St.; north on West Front S

FLORALA—5th St., from 7th Ave. east to 5th A Ave. to 1st St.; return north on 5th Ave. to 5th St to 3d Ave.; return west on 5th St. to 5th Ave.; nor 8th St.; return south on 5th Ave. to 5th St.; west Ave.

FLORENCE—Cypress St., from Spring St. nor east on Irvine Ave. to Morrison Ave.; north on Mattie Lou St.; east on Mattie Lou St. to Kendrick S drick St. to Military Ave. and Cherry St.; south Tuscaloosa St.; east on Tuscaloosa St. to Magnolia S nolia St. to Tennessee St. east on Tennessee St. to on Royal Ave. to Huntsville Road; east on Huntsvill water Creek; west on Huntsville Road to Cypress S

GADSDEN—1st St., from Locust St. south to Ch Cherry St. to 3d St.; south on 3d St. to Rosebud St. St. to 4th St.; north on 4th St. to Cherry St.; west 5th St.; north on 5th St. to Bay St.; west on Bay St. south on Turntine Ave. to Randall St.; east on Rand St.; west on Randall St. to Haralson Ave.; north to Walnut St.; west on Walnut St. to 12th St.; nor Forest Ave.; west on Forest Ave. to 14th St.; east 12th St.; north on 12th St. to 1st Ave.; east on 1st south on 9th St. to Forest Ave.; east on Forest Ave on 7th St. and Henry St. to Tuscaloosa St.; west 7th St.; east on Henry St. to 6th St.; south on 6th St on 6th St. to Locust St.; east on Locust St. to 5th St. to S. Ry.; south on 5th St. to Locust St.; east 4th St.; north on 4th St. to S. Ry.; south on 4th S east on Locust St. to 2d St.; north on 2d St. to N south on 2d St. to Locust St.; east on Locust St. to

GREENSBORO—North Alley, from Demopolis loosa St.; north on Tuscaloosa St. one-fourth mile; Tuscaloosa St. to North Alley; east on North Alley north on Centerville St. one-fourth mile; return so St. to North Alley; east on North Alley to Turn Turner St. to Main St.; east on Main St. one half on Main St. to Turner St.; west on Turner St. south on Centerville St. to a point one-fourth mile So return north on Centerville St. to South Alley; we to Church St.; one-fourth mile south on Church St. St. to South Alley; west on South Alley to Demopol mile south on Demopolis St.; return north on Dem Alley; north on South Alley to Main St.; one-half St.; return east on Main St. to Demopolis St.; no St. to North Alley.

two supplements to this tariff
will be in effect at any time.

P. U. C. Ill. No. 41.
Cancels P. U. C. Ill. No. 17.

I. C. C. No. A-1237.
Cancels I. C. C. No. A-921.
C. R. C. No. 1378.
Cancels C. R. C. No. 669.

Adams Express Company
American Express Company
Canadian Express Company
Canadian Northern Express Company
Dominion Express Company
Globe Express Company
Great Northern Express Company
National Express Company
Northern Express Company
Southern Express Company
United States Express Company
Wells Fargo & Company Express
Western Express Company

LOCAL AND JOINT BLOCK TARIFF

CONTAINING

EXPRESS RATE TABLES

FROM

BLOCK 838

This Tariff applies on Interstate Traffic and also on Intrastate Traffic between points in the State of Illinois.

Governed by Official Express Classification No. 22, I. C. C. No. A-1, C. R. C. No. 150, P. U. C. Ill. No. 5; Local and Joint Schedule of First and Second-Class Express Rates I. C. C. No. A-2, C. R. C. No. 151, P. U. C. Ill. No. 7; Joint Directory of Express Stations I. C. C. No. A-3, C. R. C. No. 152, P. U. C. Ill. No. 8; Joint Directory of Collection and Delivery Limits at Express Stations I. C. C. No. A-4, P. U. C. Ill. No. 9; Terminal and Switching Charges I. C. C. No. 605, C. R. C. No. 127, P. U. C. Ill. No. 4, Supplements thereto and reissues thereof.

Issued and filed with the Interstate Commerce Commission, Canadian Railway Commission, and Public Utilities Commission of the State of Illinois, by F. G. AIRY, Agent, 2 Rector Street, New York, N. Y., for the individual Companies named herein.

ISSUED APRIL 10, 1914.

EFFECTIVE APRIL 20, 1914.

Issued under special permission of the Interstate Commerce Commission No. 37880 of March 28, 1914.

RATE TABLE 1. BLOCK 838.

MAIN BLOCK TARIFF.

Block No.	Rate No.
100	
*101	
*102	
103	166
104	168
*105	
106	159
107	155
108	150
109	143
110	134
111	126
112	122
113	112
114	110
115	105
116	101
117	96
118	89
119	88
120	80
121	77
122	72
123	69
124	66
125	64
126	61
127	58
128	58
129	58
130	60
131	60
132	56
133	50
*134	
*135	
*136	
*137	
*138	
*139	
200	
201	178
*202	
203	162
204	162
205	156
206	153
207	148
208	145
209	143
210	138
211	134
*212	
213	123
214	115
215	114
216	109
217	113
*218	
*219	
*220	
221	75
*222	79
*223	
224	64
225	63
226	58
227	57
228	55
229	51
230	51
231	47

Block No.	Rate No.
232	45
233	45
234	42
*235	
*236	
237	37
*238	
*239	
*240	
*241	
257	57
258	57
300	
301	178
302	172
303	168
*304	
305	157
306	154
307	152
308	151
309	151
*310	
311	130
312	128
313	121
314	114
315	107
316	100
317	95
318	92
319	87
320	84
321	78
322	70
323	68
324	64
325	63
326	57
327	57
328	50
329	49
330	45
331	43
332	43
333	38
334	37
335	35
336	34
337	34
338	31
339	32
340	36
341	39
*342	
*343	
*344	
357	53
358	53
400	
401	170
402	167
403	164
404	160
405	159
406	156
407	156
408	161

Block No.	Rate No.
409	155
*410	
*411	
412	132
413	120
414	114
415	109
416	102
417	98
418	93
*419	
*420	
*421	
*422	
423	64
424	62
425	58
426	56
427	53
428	50
429	46
430	44
431	40
432	37
433	35
434	31
435	29
436	27
437	25
438	25
439	26
440	27
441	31
442	31
*443	
*444	
455	47
456	47
457	49
458	53
500	
501	175
502	175
503	170
504	168
*505	
*506	
507	157
508	155
509	155
*510	
*511	
512	130
513	127
514	142
*515	
516	102
517	102
518	90
519	84
520	82
521	77
522	66
523	61
524	61
525	55
526	53
527	50
528	45
529	41
530	38
531	37

Block No.	Rate No.
532	30
533	28
534	24
535	22
536	20
537	19
538	17
539	22
540	22
541	24
542	26
543	30
549	33
550	36
551	36
552	39
553	40
554	43
555	45
556	47
557	49
558	51
559	53
600	
601	194
602	178
603	178
*604	
*605	
*606	
†607	157
608	150
609	147
610	142
611	142
612	139
613	134
614	139
*615	
*616	
617	94
618	90
619	86
*620	
621	76
622	70
623	62
624	60
625	53
626	50
627	46
628	43
629	39
630	35
631	31
632	27
633	23
634	17
635	15
636	13
637	10
638	8
639	15
640	15
641	18
642	20
643	22
644	26
645	28
646	30
647	32

Block No.	Rate No.
651	35
652	38
653	39
654	41
655	43
656	45
700	
*701	
702	185
703	188
704	180
705	173
*706	
*707	
*708	
*709	
710	141
711	138
712	133
713	130
714	120
715	115
*716	
717	97
*718	
719	86
720	82
721	72
722	69
723	65
724	61
725	57
726	52
727	48
728	45
729	39
730	33
731	29
732	27
733	23
734	17
735	10
736	8
737	Sub
738	Sub
739	Sub
740	10
741	13
742	15
743	18
*744	
745	22
746	22
747	26
748	28
749	30
750	32
751	35
752	36
753	39
754	40
755	41
800	
801	210
*802	
803	184
804	187

Block No.	Rate No.
805	169
*806	
*807	
808	149
*809	
810	138
811	133
812	129
813	124
814	119
815	110
816	106
817	98
818	92
819	86
820	83
821	73
822	68
823	65
824	62
825	58
826	54
827	50
828	45
829	39
830	35
831	30
832	26
833	21
834	15
835	10
836	8
837	Sub
838	Sub
839	Sub
840	10
841	10
842	13
843	15
844	18
845	22
846	24
847	26
848	30
849	32
850	35
851	38
852	38
853	41
854	41
855	43
856	43
000	
001	206
002	210
003	181
*004	
005	165
006	156
007	153
008	149
009	146
010	141
011	138
012	132
013	131
014	122
*015	
*016	
*017	
018	93
019	86
020	.78

Block No.	Rate No.
021	70
022	67
023	64
024	58
025	55
026	53
027	48
028	45
029	39
030	35
031	30
032	26
033	21
034	15
035	13
036	10
037	Sub
038	Sub
039	Sub
040	10
041	13
042	15
043	18
044	22
045	24
046	26
047	30
048	32
049	35
050	38
051	38
052	41
053	43
054	43
1000	
055	183
056	178
057	174
058	167
059	163
060	161
061	153
062	146
063	149
064	141
*065	
066	134
067	126
068	117
069	100
070	95
071	90
072	78
073	74
074	70
075	66
076	63
077	60
078	54
079	50
080	45
081	41
082	35
083	32
084	26
085	21
086	18
087	15
088	13
089	10
090	8
1200	
091	176
092	176
093	175
094	175
095	180

Block No.	Rate No.
1041	15
1042	18
1043	20
1044	22
1045	26
1046	28
1047	30
1048	33
1049	35
1050	36
1051	38
1100	
1102	179
1103	176
1104	174
1105	176
1106	167
1107	168
1108	175
*1109	
*1110	
*1111	
1112	143
1113	136
1114	132
1115	117
1116	112
1117	103
1118	99
1119	89
1120	80
1121	76
1122	70
1123	67
1124	63
1125	59
1126	57
1127	53
1128	48
1129	43
1130	40
1131	35
1132	32
1133	28
1134	24
1135	19
1136	15
1137	13
1138	13
1139	15
1140	15
1141	19
1142	22
1143	24
1144	27
1145	30
1146	34
1147	35
1148	35
1149	37
1150	39
1151	40
1200	
1152	176
1153	176
1154	175
1155	180

Block No.	Rate No.
1207	175
1208	173
1209	170
*1210	
1211	149
1212	146
*1213	
*1214	
*1215	
*1216	
1217	112
1218	108
1219	94
1220	87
1221	77
1222	72
*1223	
1224	66
1225	61
1226	58
1227	54
1228	53
1229	46
1230	43
1231	39
1232	35
1233	32
1234	28
1235	24
1236	20
1237	18
1238	15
1239	18
1240	21
1241	24
1242	28
1243	32
1244	33
1245	36
1246	38
1247	41
1248	42
1249	42
1250	42
1300	
1251	180
1252	183
1253	175
1254	172
1255	178
1256	169
1257	166
1258	159
1259	154
*1260	
1261	140
*1262	
*1263	
*1264	
*1265	
*1266	
1267	112
1268	112
1269	96
1270	90
1271	80
1272	76
1273	72
1274	68
1275	66
1276	65
1277	60
1278	57
1279	51
1280	46

Block No.	Rate No.
1281	42
1282	41
1283	39
1284	34
1285	28
1286	28
1287	26
1288	22
1289	25
1290	27
1291	30
1292	34
1293	38
1294	39
1295	41
1296	42
1297	45
1298	45
1299	47
1300	47
1400	
*1401	
1402	178
1403	168
1404	163
1405	164
1406	159
1407	155
1408	149
1409	139
1410	134
1411	131
1412	129
1413	117
1414	115
1415	108
1416	99
1417	85
1418	81
1419	79
1420	76
1421	72
1422	68
1423	63
1424	62
1425	58
1426	55
1427	50
1428	48
1429	46
1430	43
1431	38
1432	32
1433	30
1434	26
1435	20
1436	18
1437	15
1438	13
1439	10
1440	8
1441	34
1442	38
1443	42
1444	44
1445	46
1446	49
1447	49
1448	50
1449	52
*1450	

Block No.	Rate No.
1500	
1451	173
1452	170
1453	170
1454	168
1455	163
1456	159
1457	155
1458	151
1459	142
1460	128
1461	124
1462	108
1463	97
1464	92
1465	87
1466	82
1467	80
1468	76
1469	72
1470	68
1471	62
1472	57
1473	53
1474	53
1475	48
1476	43
1477	39
1478	35
1479	35
1480	35
1481	37
1482	40
1483	44
1484	49
1485	50
1486	51
1487	54
1488	54
1489	55
1600	
1490	50
1491	48
1492	46
1493	43
1494	38
1495	32
1496	30
1497	26
1498	20
1499	18
1500	15
1501	13
1502	10
1503	8
1504	80
1505	76
1506	72
1507	68
1508	62
1509	57
1510	53
1511	53
1512	48
1513	43
1514	39
1515	35
1516	35
1517	35
1518	37
1519	40
1520	44
1521	49
1522	50
1523	51
1524	54
1525	54
1526	55
1527	76
1528	76
1529	70
1530	64

*No Express Station "Sub"—See Rate Table 2. †Effective April 20, 1914 Applying to newly opened offices to which no rates are in effect Issued by auth Commerce Commission Tariff Circular No 19-A.

RATE TABLE 2. BLOCK 838.

SUB-BLOCK TARIFF.

To find the scale applicable between two sub-blocks, first ascertain from the Directory of Express Stations the sub-block letter of the originating office and the sub-block number and letter of the destination office. The number of the rate scale sought will be that number which is the intersection of the vertical column of figures beneath the letter of the sub-block of origin and the horizontal line of figures to the right of the number and letter of the sub-block of destination.

From block 838, sub-block—																	To—		From block 838, sub-block—																				
A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q		Blk.	24/25	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
8	8	..	..	8	8	8	8	8	8	8	8	8	8	8	8		837	A	5	5	..	..	5	5	5	8	5	5	8	8	5	8	8	8	937	A	8	8	..	..	5	8	8	8	5	5	5	8	8	5	5	5
5	8	..	..	8	8	8	8	8	8	8	8	8	8	8	8		837	B	2	5	..	..	5	5	6	5	5	5	5	8	5	5	8	8	937	B	5	8	..	..	5	5	8	8	5	5	5	5	8	5	5	5
5	5	..	..	5	8	8	8	8	8	8	8	8	5	8	8		837	C	1	2	..	..	2	5	5	5	5	5	5	5	5	5	5	8	937	C	5	5	..	..	5	5	5	8	5	5	5	6	6	2	5	5
5	5	..	..	5	5	8	8	5	8	8	8	8	8	8	8		837	D	0	1	..	..	2	2	5	5	5	5	5	5	5	5	5	5	937	D	5	5	..	..	5	5	5	5	2	5	5	5	5	1	2	5
5	8	..	..	8	8	8	8	8	8	8	8	8	8	8	8		837	E	5	5	..	..	5	5	5	5	5	5	5	8	5	5	8	8	937	E	8	8	..	..	8	8	8	8	5	5	8	8	5	5	8	8
5	5	..	..	5	8	8	8	8	8	8	8	8	8	8	8		837	F	5	5	..	..	2	5	5	5	5	5	5	5	5	5	5	8	937	F	8	8	..	..	5	8	8	8	5	5	8	8	5	5	5	8
5	5	..	..	5	5	8	8	5	8	8	8	8	8	8	8		837	G	2	5	..	..	2	2	5	5	5	5	5	5	5	5	5	5	937	G	5	8	..	..	5	5	8	8	5	5	5	8	5	5	5	5
5	5	..	..	5	5	5	8	5	5	8	8	5	8	8	8		837	H	1	2	..	..	0	1	2	5	1	2	6	5	2	5	5	5	937	H	5	5	..	..	5	5	5	8	5	6	5	5	2	5	5	5
5	5	..	..	5	8	8	8	8	8	8	8	8	8	8	8		837	I	5	6	..	..	5	5	5	8	5	5	5	5	5	5	5	8	937	I	8	8	..	..	8	8	8	8	8	8	8	8	5	8	8	8
5	5	..	..	5	5	8	8	5	8	8	8	8	8	8	8		837	K	5	5	..	..	5	5	5	5	2	5	5	5	5	5	5	5	937	K	8	8	..	..	8	8	8	8	5	8	8	8	5	8	8	8
5	5	..	..	5	5	5	8	5	5	8	8	5	8	8	8		837	L	5	5	..	..	2	5	5	5	1	2	5	5	2	5	5	5	937	L	8	8	..	..	5	8	8	8	5	5	8	8	5	5	5	8
2	5	..	..	6	5	5	5	5	5	8	5	5	5	8	8		837	M	2	5	..	..	1	2	5	5	0	1	2	5	1	2	5	5	937	M	8	8	..	..	5	5	8	8	5	5	5	8	5	5	5	5
5	5	..	..	5	5	8	8	5	8	8	8	8	8	8	8		837	N	5	8	..	..	5	5	8	8	5	5	5	8	5	5	5	5	937	N	8	8	..	..	8	8	8	8	8	8	8	8	8	8	8	8
5	5	..	..	5	5	5	8	5	5	8	8	5	8	8	8		837	O	5	5	..	..	5	5	5	8	5	5	5	5	2	5	5	5	937	O	8	8	..	..	8	8	8	8	8	8	8	8	5	8	8	8
1	2	..	..	2	5	5	5	5	5	5	5	5	5	5	8		837	Q	5	5	..	..	2	5	5	5	1	2	5	5	0	1	2	5	937	Q	8	8	..	..	5	8	8	8	5	5	8	8	5	5	5	8

From block 838, sub-block—																	To—		From block 838, sub-block—																				
A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q		Blk.	24/25	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
5	5	..	..	5	5	5	8	5	5	8	5	5	5	8	8		838	A	0	0	..	..	0	1	2	5	2	2	5	5	5	5	5	5	938	A	5	5	..	..	2	5	5	5	1	2	5	5	0	1	2	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		838	B	0	0	..	..	1	0	1	2	2	1	2	5	5	2	5	5	938	B	5	5	..	..	5	2	5	5	2	1	2	5	1	0	1	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		838	C	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	938	C	5	5	..	..	5	5	2	5	5	2	1	2	2	1	0	1
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		838	D	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	938	D	5	5	..	..	5	5	5	5	5	5	2	2	5	2	1	0
2	5	..	..	6	5	5	5	5	5	5	5	5	5	8	8		838	E	0	1	..	..	0	0	1	2	0	1	2	5	2	2	5	5	938	E	5	5	..	..	5	5	5	5	2	5	5	5	2	2	5	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		838	F	1	0	..	..	0	0	0	1	1	0	1	2	2	1	2	5	938	F	5	5	..	..	5	5	5	5	5	2	5	6	2	1	2	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		838	G	2	1	..	..	1	0	0	0	2	1	0	1	5	2	1	2	938	G	5	5	..	..	5	5	5	5	5	5	2	5	5	2	1	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		838	H	5	2	..	..	2	1	0	0	5	2	1	0	5	5	2	2	938	H	8	5	..	..	5	5	5	5	5	5	5	5	5	5	2	2
2	2	..	..	2	5	5	5	5	5	5	5	5	5	5	8		838	I	2	2	..	..	0	1	2	5	0	0	2	2	0	1	2	5	938	I	5	5	..	..	5	5	5	5	5	5	5	2	5	5	5	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		838	K	2	1	..	..	1	0	1	2	0	0	1	2	1	0	1	2	938	K	5	5	..	..	5	5	5	5	5	5	5	5	5	5	2	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		838	L	5	2	..	..	2	1	0	1	2	1	0	0	2	1	0	1	938	L	8	5	..	..	5	5	5	5	5	5	5	5	5	5	2	5
0	1	..	..	2	2	5	5	2	5	5	5	5	5	5	5		838	M	5	5	..	..	5	2	1	0	2	2	0	0	5	2	2	1	938	M	8	8	..	..	8	5	5	5	5	5	5	5	5	5	5	5
1	0	..	..	2	1	2	5	5	2	5	5	5	5	8	5		838	N	5	5	..	..	2	2	5	5	0	1	2	5	0	0	1	2	938	N	8	8	..	..	5	5	8	8	5	5	5	5	8	5	5	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		838	O	5	2	..	..	2	1	2	5	1	0	1	2	0	0	0	1	938	O	8	5	..	..	5	5	5	8	5	5	5	5	5	5	5	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		838	P	5	5	..	..	5	2	1	2	2	1	0	2	1	0	0	0	938	P	8	8	..	..	8	5	5	5	5	5	5	5	5	5	5	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		838	Q	5	5	..	..	5	5	2	2	5	2	1	1	2	1	0	0	938	Q	8	8	..	..	8	8	5	5	8	8	5	5	5	5	5	5

From block 838, sub-block—																	To—		From block 838, sub-block—																				
A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q		Blk.	24/25	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		839	A	5	2	..	..	5	5	2	1	5	5	5	2	5	5	5	5	939	A	8	5	..	..	5	5	5	5	5	5	5	2	5	5	2	1
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		839	B	5	5	..	..	5	5	5	2	5	5	5	5	8	5	5	5	939	B	8	8	..	..	8	5	5	5	5	5	5	5	5	5	5	6
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		839	C	5	5	..	..	5	5	5	5	8	5	5	5	8	8	5	5	939	C	8	8	..	..	8	8	5	5	8	5	5	5	5	5	5	5
8	8	..	..	8	8	8	8	8	8	8	8	8	8	8	8		839	D	5	5	..	..	8	5	5	5	8	8	5	5	8	8	8	5	939	D	8	8	..	..	8	8	8	5	8	8	5	5	8	5	5	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		839	E	5	5	..	..	5	2	1	0	5	5	2	1	5	5	6	2	939	E	8	8	..	..	8	5	5	5	5	5	5	5	5	5	5	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		839	F	5	5	..	..	5	5	2	1	5	5	5	2	5	5	5	5	939	F	8	8	..	..	8	8	5	5	5	5	5	5	5	5	5	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		839	G	5	5	..	..	5	5	5	2	5	5	5	8	5	5	5	5	939	G	8	8	..	..	8	8	5	8	8	5	5	8	5	5	5	5
8	8	..	..	8	8	8	8	8	8	8	8	8	8	8	8		839	H	5	5	..	..	5	5	5	5	8	5	5	5	8	8	5	5	939	H	8	8	..	..	8	8	8	8	5	8	8	5	5	5	5	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		839	I	5	5	..	..	5	5	2	1	5	2	1	0	5	5	2	1	939	I	8	8	..	..	8	8	5	5	8	5	5	5	5	5	5	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		839	K	5	5	..	..	5	5	5	2	5	5	2	1	5	5	5	2	939	K	8	8	..	..	8	8	8	5	8	8	5	5	8	5	5	5
8	8	..	..	8	8	8	5	8	8	8	8	8	8	8	8		839	L	8	5	..	..	5	5	5	5	5	5	5	2	5	5	5	5	939	L	8	8	..	..	8	8	8	8	8	8	5	8	8	5	5	5
8	8	..	..	8	8	8	5	8	8	8	8	8	8	8	8		839	M	8	8	..	..	8	8	5	5	5	5	5	5	8	5	5	5	939	M	8	8	..	..	8	8	8	8	8	8	8	8	8	8	8	8
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		839	N	5	5	..	..	5	5	5	2	5	5	2	1	5	2	1	0	939	N	8	8	..	..	8	8	8	5	8	8	5	5	8	5	5	5
5	5	..	..	5	5	5	5	8	5	5	5	8	8	5	5		839	O	8	5	..	..	5	5	5	8	5	5	5	5	2	5	8	2	939	O	8	8	..	..	8	8	8	8	8	8	8	8	8	8	8	8
5	5	..	..	8	5	5	5	8	8	5	5	8	8	8	5		839	P	8	8	..	..	5	5	5	5	5	5	5	5	5	5	5	5	939	P	8	8	..	..	8	8	8	8	8	8	8	8	8	8	8	8
8	5	..	..	8	8	5	5	8	8	5	5	8	8	8	8		839	Q	8	8	..	..	8	8	5	5	8	5	5	5	5	5	5	5	939	Q	8	8	..	..	8	8	8	8	8	8	8	8	8	8	8	8

Scale numbers shown in *italic* denote reduction.
Scale numbers shown in **bold face** denote increase.

RATE TABLE 1. BLOCK 952.

MAIN BLOCK TARIFF.

Block No.	Scale No.
100	
*101	
*102	
103	191
104	196
*105	
106	181
107	178
108	168
109	161
110	154
111	147
112	143
113	136
114	136
115	129
116	126
117	122
118	118
119	116
120	111
121	108
122	104
123	100
124	97
125	97
126	93
127	91
128	91
129	91
130	93
131	94
132	91
133	83
*134	
*135	
*136	
*137	
*138	
*139	
200	
201	200
*202	
203	189
204	187
205	184
206	181
207	178
208	170
209	164
210	160
211	157
*212	
213	146
214	143
215	149
216	134
217	137
*218	
*219	
*220	
221	108
222	110
223	101
224	97
225	93
226	91
227	87
228	87
229	83
230	83
231	75
232	75
233	75
234	75
*235	
*236	
237	64
*238	
*239	
*240	
*241	
257	32
258	32
300	
301	198
302	193
303	190
*304	
304	184
305	180
307	176
308	174
309	174
*310	
311	153
312	148
313	146
314	140
315	132
316	130
317	127
318	124
319	122
320	118
321	108
322	103
323	100
324	97
325	93
326	89
327	87
328	81
329	79
330	75
331	72
332	72
333	70
334	64
335	64
336	64
337	62
338	60
339	55
340	50
341	45
*342	
*343	
*344	
357	30
358	30
400	
402	19[illegible]
403	19[illegible]
404	18[illegible]
405	18[illegible]
406	17[illegible]
407	17[illegible]
408	17[illegible]
409	178
*410	
*411	
412	164
413	140
414	142
415	137
416	133
417	130
418	128
*419	
*420	
*421	
*422	
423	97
424	97
425	92
426	90
427	87
428	82
429	79
430	72
431	70
432	66
433	64
434	62
435	60
436	60
437	58
438	56
439	57
440	47
441	47
442	47
*443	
*444	
445	24
456	24
457	26
458	28
500	
501	197
502	197
503	194
504	188
*505	
*506	
507	176
508	176
509	176
*510	
*511	
512	158
513	156
514	161
*515	
516	138
517	138
518	124
519	120
520	114
521	110
522	97
523	9[illegible]
524	9[illegible]
525	87
526	83
527	79
528	76
529	70
530	68
531	66
532	64
533	60
534	56
535	52
536	52
537	51
538	50
539	47
540	44
541	44
542	43
543	41
549	20
550	20
551	18
552	15
553	18
554	20
555	20
556	22
557	24
558	26
559	28
600	
601	214
602	201
603	201
*604	
*605	
*606	
†607	176
608	171
609	163
610	161
611	161
612	156
613	154
614	156
*615	
*616	
617	126
618	122
619	118
*620	
621	106
622	104
623	93
624	91
625	83
626	81
627	78
628	71
629	68
630	61
631	60
632	56
633	53
634	49
635	47
636	45
637	43
638	4[illegible]
639	3[illegible]
640	3[illegible]
641	[illegible]
642	3[illegible]
643	3[illegible]
644	18
645	18
646	18
647	18
648	16
649	14
650	14
651	14
652	13
653	15
654	15
655	15
656	20
700	
*701	
702	207
703	213
704	212
705	202
*706	
*707	
*708	
*709	
710	161
711	156
712	154
713	150
714	143
715	139
*716	
717	129
*718	
719	118
720	114
721	106
722	104
723	100
724	94
725	88
726	83
727	81
728	75
729	71
730	64
731	60
732	56
733	52
734	49
735	43
736	41
737	41
738	40
739	38
740	36
741	35
742	33
743	35
*744	
745	26
746	24
747	18
748	16
749	14
750	13
751	10
752	8
753	10
754	10
755	15
800	
801	232
*802	
803	206
804	209
805	199
*806	
*807	
808	170
*809	
810	158
811	154
812	151
813	147
814	142
815	137
816	133
817	130
818	127
819	122
820	115
821	107
822	104
823	97
824	93
825	90
826	85
827	81
828	75
829	71
830	64
831	58
832	56
833	52
834	47
835	41
836	40
837	39
838	38
839	36
840	35
841	35
842	33
843	32
844	28
845	26
846	24
847	20
848	18
849	15
850	10
851	Sub
852	Sub
853	Sub
854	10
855	13
856	15
900	
901	228
902	232
903	201
*904	
905	198
906	193
907	175
908	170
909	165
910	162
911	158
912	153
913	150
914	145
*915	
*916	
*917	
*918	
919	123
920	122
921	102
922	97
923	93
924	91
925	89
926	84
927	78
928	73
929	69
930	68
931	62
932	56
933	51
934	43
935	41
936	41
937	39
938	38
939	36
940	35
941	33
942	30
943	28
944	26
945	24
946	20
947	18
948	15
949	10
950	8
951	Sub
952	Sub
953	Sub
1000	
1000	202
1003	196
1004	192
1005	186
1006	181
1007	177
1008	171
1009	167
1010	170
1011	162
*1012	
1013	154
1014	147
1015	13[illegible]
1016	133
1017	133
1018	128
1019	117
1020	107
1021	101
1022	100
1023	98
1024	95
1025	93
1026	89
1027	84
1028	75
1029	71
1030	61
1031	60
1032	56
1033	54
1034	45
1035	42
1036	41
1037	40
1038	38
1039	36
1040	36
1041	33
1042	32
1043	30
1044	26
1045	24
1046	22
1047	20
1048	15
1049	10
1050	8
1051	Sub
1100	
1100	200
1103	198
1104	195
1105	198
1106	185
1107	186
1108	193
*1109	
*1110	
*1111	
1112	163
1113	161
1114	152
1115	140
1116	136
1117	129
1118	129
1119	118
1120	111
1121	106
1122	103
1123	97
1124	93
1125	91
1126	83
1127	79
1128	76
1129	72
1130	67
1131	64
1132	60
1133	52
1134	49
1135	42
1136	40
1137	40
1138	39
1139	39
1140	38
1141	38
1142	38
1143	36
1144	35
1145	30
1146	26
1147	20
1148	15
1149	15
1150	15
1151	13
1200	
1202	198
1204	198
1205	198
1206	204
1207	193
1208	198
1209	190
*1210	
1211	172
1212	163
*1213	
*1214	
*1215	
*1216	
1217	136
1218	133
1219	122
1220	118
1221	106
1222	103
*1223	
1224	94
1225	91
1226	87
1227	81
1228	79
1229	71
1230	68
1231	64
1232	60
1233	56
1234	56
1235	52
1236	49
1237	45
1238	43
1239	40
1240	40
1241	42
1242	42
1243	41
1244	35
1245	32
1246	26
1247	23
1248	21
1249	24
1250	20
1300	
1252	201
1254	204
1256	194
1258	191
1257	198
1259	188
1260	182
1310	180
1311	175
*1312	
1313	150
*1314	
*1315	
*1316	
1317	136
1318	136
1319	125
1320	119
1321	110
1322	103
1323	100
1324	97
1325	97
1326	92
1327	88
1328	83
1329	75
1330	71
1331	68
1332	64
1333	64
1334	60
1335	53
1336	48
1337	47
1338	47
1339	47
1340	47
1341	45
1342	43
1343	38
1344	35
1345	32
1346	30
1347	30
1348	26
1349	24
1350	29
1400	
1402	198
1403	187
1404	184
1405	182
1406	180
1408	174
1411	165
1412	158
1413	153
1414	148
1415	147
1416	140
1417	136
1418	132
1419	126
1420	116
1421	112
1422	106
1423	104
1424	101
1425	97
1426	94
1427	87
1428	83
1429	79
1430	75
1431	72
1432	72
1433	70
1434	60
1435	55
1436	54
1437	54
1438	50
1439	50
1440	51
1441	47
1442	46
1443	43
1444	41
1445	35
1446	35
1447	32
1448	29
1449	35
*1450	
1500	
1505	192
1506	189
1507	184
1508	180
1509	176
1510	171
1511	167
1512	158
1513	158
1514	146
1516	145
*1517	
1518	132
1519	128
1520	118
1521	110
1522	108
1523	104
1524	104
1525	103
1526	101
1527	97
1528	90
1529	83
1530	79
1531	77
1532	75
1533	68
1534	66
1535	60
1536	58
1537	58
1538	56
1539	55
1540	53
1541	53
1542	48
1543	43
1544	41
1545	41
1546	38
1547	41
1548	38
1549	38
1600	
1505	182
1506	189
1507	184
1508	180
1509	176
1510	171
1511	167
1512	158
1513	158
1514	146
1516	145
*1517	
1518	132
1519	128
1520	118
1521	110
1522	108
1523	104
1524	104
1525	103
1526	101
1527	97
1528	90
1529	83
1530	79
1531	77
1532	75
1533	68
1534	66
1535	60
1536	58
1537	58
1538	56
1539	55
1540	53
1541	53
1542	48
1543	43
1544	41
1545	41
1546	38
1547	41
1548	38
1549	38
1700	
*1707	
1708	
1709	
1710	
1711	
1712	
1713	
1714	
1715	
1716	
1717	
1718	
1719	
1720	
1721	
*1722	
1723	
1724	
1725	
1726	
1727	
1728	
1729	
1730	
1731	
1732	
1733	
1734	
1735	
1736	
1737	
1738	
1739	
1740	
1741	
1742	
1743	
1744	
1745	
1746	
1800	
*1812	
1814	

*No Express Station. "Sub"—See Rate Table 2. 3

†Effective March 20, 1914. Applying to newly opened offices to which no rates are in effect. Issued by author
merce Commission Tariff Circular No. 19-A.

RATE TABLE 2. BLOCK 952.

SUB-BLOCK TARIFF.

To find the scale applicable between two sub-blocks, first ascertain from the Directory of Express Stations the sub-letter of the originating office and the sub-block number and letter of the destination office. The number of the rate scale sought be that number which is the intersection of the vertical column of figures beneath the letter of the sub-block of origin and the vertical line of figures to the right of the number and letter of the sub-block of destination.

To—		From block 952, sub-block—																
Blk.	Ltr.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
951	A	8	8	8	8	8	8	8	8								
951	B	5	8	8	8	8	8	8	8								
951	C	5	5	8	8	5	8	8	8								
951	D	5	5	5	8	5	5	8	8								
951	E																
951	F	5	5	8	8	5	8	8	8								
951	G	5	5	5	8	5	5	8	8								
951	H	5	5	5	5	5	5	5	8								
951	I	5	5	8	8	5	8	8	8								
951	K	5	5	5	8	5	5	8	8								
951	L	5	5	5	5	5	5	5	5								
951	M	2	5	5	5	5	5	5	5								
951	N	5	5	5	8	5	5	8	8								
951	O	5	5	5	5	5	5	5	5								
951	P	2	5	5	5	5	5	5	5								
951	Q	*1*	2	5	5	2	5	5	5								

To—		From block 952, sub-block—																
Blk.	Ltr.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
951	A	5	5	5	5	5	5	5	8								
951	B	2	5	5	5	5	5	5	5								
951	C	*1*	2	5	5	2	5	5	5								
951	D	*0*	*1*	2	5	*1*	2	5	5								
951	E	5	5	5	8	5	5	5	5								
951	F	5	5	5	5	5	5	5	5								
951	G	2	5	5	5	2	2	5	5								
951	H	*1*	*1*	5	5	*1*	*1*	2	5								
951	I	5	5	8	8	5	5	5	8								
951	K	5	5	5	8	5	5	5	5								
951	L	5	5	5	5	5	5	5	5								
951	M	2	5	5	5	2	2	5	5								
951	N	5	8	8	8	5	5	8	8								
951	O	5	5	8	8	5	5	5	8								
951	P	5	5	5	8	5	5	5	5								
951	Q	5	5	5	5	5	5	5	5								

To—		From block 952, sub-block—																
Blk.	Ltr.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
1051	A	8	8	8	8	5	8	8	8								
1051	B	5	8	8	8	5	5	8	8								
1051	C	5	5	8	8	5	5	5	8								
1051	D	5	5	5	8	5	5	5	5								
1051	E	8	8	8	8	8	8	8	8								
1051	F	8	8	8	8	5	8	8	8								
1051	G	5	8	8	8	5	5	8	8								
1051	H	5	5	8	8	5	5	5	8								
1051	I	8	8	8	8	8	8	8	8								
1051	K	8	8	8	8	8	8	8	8								
1051	L	8	8	8	8	5	8	8	8								
1051	M																
1051	N	8	8	8	8	8	8	8	8								
1051	O	8	8	8	8	8	8	8	8								
1051	P																
1051	Q																

To—		From block 952, sub-block—																
Blk.	Ltr.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
952	A	5	5	5	5	5	5	5	8								
952	B	5	5	5	5	5	5	5	*6*								
952	C	5	5	5	5	5	5	5	5								
952	D	5	8	8	8	8	8	8	8								
952	E	2	5	5	5	5	5	5	5								
952	F	5	5	5	5	5	5	5	5								
952	G	5	5	5	5	5	5	5	5								
952	H	5	5	5	5	5	5	5	5								
952	I	*1*	2	5	5	2	5	5	5								
952	K	2	2	5	5	5	5	5	5								
952	L	5	5	5	5	5	5	5	5								
952	M	5	5	5	5	5	5	5	5								
952	N	*0*	*1*	2	5	*1*	2	5	5								
952	O	*1*	2	5	5	2	5	5	5								
952	P	2	5	5	5	5	5	5	5								
952	Q	5	5	5	5	5	5	5	5								

To—		From block 952, sub-block—																
Blk.	Ltr.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
952	A	*0*	*0*	*1*	2	*0*	*0*	2	5								
952	B	*0*	*0*	*0*	*1*	*0*	*0*	*1*	2								
952	C	*1*	*0*	*0*	*0*	*1*	*1*	*0*	2								
952	D	2	*1*	*0*	*0*	2	2	*1*	2								
952	E	*0*	*0*	*1*	2	*0*	*0*	*1*	2								
952	F	*0*	*0*	*1*	2	*0*	*0*	*0*	*1*								
952	G	2	*1*	*0*	*1*	*1*	*0*	*0*	*0*								
952	H	5	2	2	2	2	*1*	*0*	*0*								
952	I																
952	K																
952	L																
952	M																
952	N																
952	O																
952	P																
952	Q																

To—		From block 952, sub-block—																
Blk.	Ltr.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
953	A	8	10	10	8	8	10	10	10								
953	B	8	10	10	8	8	10	10	10								
953	C	8	10	*10*	8	8	10	*10*	*10*								
953	D	8	10	10	8	8	10	10	*10*								
953	E	5	8	10	8	8	8	10	10								
953	F	8	8	10	8	8	8	10	10								
953	G	8	10	10	8	8	10	10	10								
953	H	8	10	10	8	8	10	10	10								
953	I	5	8	8	5	5	8	8	8								
953	K	5	8	8	5	8	8	8	10								
953	L	8	8	10	8	8	8	10	10								
953	M	8	10	10	8	8	10	10	10								
953	N	5	8	8	5	5	8	8	8								
953	O																
953	P																
953	Q																

To—		From block 952, sub-block—																
Blk.	Ltr.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
953	A	5	2	*1*	*0*	5	5	2	*1*								
953	B	5	5	2	*1*	5	5	5	2								
953	C	5	5	5	2	5	5	5	5								
953	D	8	5	5	5	8	5	5	5								
953	E																
953	F																
953	G																
953	H																
953	I																
953	K																
953	L																
953	M																
953	N																
953	O																
953	P																
953	Q																

Scale numbers shown in *italic* denote reduction.
Scale numbers shown in **bold face** denote increase.

RATE TABLE 1. BLOCK 1031.

MAIN BLOCK TARIFF.

Block No.	Scale No.
100	
*101	
*102	
103	133
104	136
*105	
106	128
107	132
108	126
109	122
110	118
111	113
112	105
113	99
114	99
115	98
116	103
117	105
118	108
119	106
120	103
121	94
122	90
123	86
124	83
125	83
126	79
127	79
128	83
129	83
130	86
131	90
132	86
133	86
*134	
*135	
*136	
*137	
*138	
*139	
200	
201	140
*202	
203	129
204	123
205	125
206	126
207	124
208	121
209	117
210	113
211	110
*212	
213	94
214	94
215	89
216	84
217	89
*218	
*219	
*220	
221	82
222	87
*223	
224	83
225	79
226	74
227	76
228	76
229	76
230	79
231	79

Block No.	Scale No.
232	83
233	87
234	83
*235	
*236	
237	100
*238	
*239	
240	120
241	120
300	
301	138
302	137
303	131
*304	
305	121
306	116
307	110
308	117
309	121
310	105
311	101
312	94
313	94
314	86
315	79
316	73
317	73
318	73
319	76
320	76
321	82
322	76
323	73
324	73
325	70
326	70
327	73
328	73
329	70
330	76
331	76
332	76
333	76
334	79
335	83
336	90
337	94
338	98
339	102
340	102
341	105
*342	
*343	
*344	
345	118
346	118
400	
402	127
403	125
404	123
405	119
406	111
407	108
408	108

Block No.	Scale No.
409	121
*410	
*411	
412	99
413	90
414	80
415	73
416	73
417	67
418	65
*419	
*420	
*421	
*422	
423	70
424	70
425	67
426	64
427	64
428	67
429	67
430	67
431	70
432	73
433	78
434	78
435	79
436	81
437	86
438	92
439	98
440	97
441	98
442	98
*443	
*444	
445	112
446	112
447	113
448	115
500	
501	134
502	133
503	133
504	125
*505	
*506	
507	102
508	99
509	99
*510	
*511	
512	91
513	80
514	81
*515	
516	66
517	56
518	53
519	52
520	47
521	42
522	42
523	49
524	50
525	54
526	57
527	60
528	64
529	66
530	64
531	67

Block No.	Scale No.
532	67
533	70
534	76
535	79
536	79
537	79
538	82
539	90
540	90
541	91
542	91
543	94
544	101
545	101
546	101
547	102
548	105
549	106
550	107
551	109
552	109
553	111
554	114
555	115
600	
601	149
602	140
603	137
*604	
*605	
*606	
607	105
608	*97
*609	90
610	87
611	84
612	80
613	74
614	80
*615	
*616	
617	50
618	50
619	46
*620	
621	39
622	35
623	46
624	50
625	54
626	57
627	60
628	57
629	57
630	57
631	62
632	64
633	67
634	70
635	72
636	74
637	76
638	76
639	82
640	84
641	86
642	87
643	92
644	96
645	92
646	96
647	92
648	96
649	98
650	96

Block No.	Scale No.
651	102
652	104
653	106
654	107
655	109
656	109
657	109
700	
*701	
702	137
703	137
704	145
705	121
*706	
*707	
*708	
*709	
710	87
711	78
712	78
713	70
714	62
715	57
716	60
*717	
718	58
*719	
720	43
721	38
722	26
723	26
724	30
725	42
726	46
727	46
728	46
729	50
730	54
731	57
732	60
733	64
734	67
735	70
736	72
737	74
738	74
739	76
740	78
741	82
742	84
743	84
*744	
745	88
746	90
747	92
748	96
749	98
750	98
751	102
752	104
753	105
754	104
755	107
800	
801	159
*802	
803	137
804	141

Block No.	Scale No.
805	113
*806	
*807	
808	93
*809	
810	78
811	74
812	73
813	67
814	62
815	53
816	48
817	39
818	34
819	29
820	24
821	18
822	22
823	22
824	30
825	35
826	39
827	39
828	42
829	46
830	48
831	54
832	57
833	60
834	64
835	67
836	70
837	72
838	74
839	74
840	76
841	78
842	82
843	84
844	84
845	86
846	88
847	94
848	96
849	98
850	101
851	102
852	104
853	105
854	106
855	109
856	111
900	
901	155
902	159
903	131
*904	
905	111
906	105
907	98
908	93
909	88
910	84
911	77
912	74
913	70
914	64
*915	
*916	
*917	
918	37
919	29
920	Sub

Block No.	Scale No.
921	Sub
922	Sub
923	22
924	26
925	26
926	30
927	35
928	39
929	42
930	50
931	54
932	57
933	60
934	64
935	67
936	70
937	72
938	72
939	74
940	74
941	76
942	78
943	82
944	84
945	86
946	88
947	92
948	96
949	90
950	101
951	102
952	104
953	105
1000	
1003	134
1003	126
1004	118
1005	100
1006	107
1007	102
1008	98
1009	90
1010	90
1011	52
*1012	
1013	70
1014	61
1015	52
1016	47
1017	42
1018	32
1019	27
1020	Sub
1021	Sub
1022	Sub
1023	13
1024	18
1025	26
1026	30
1027	35
1028	42
1029	46
1030	50
1031	51
1032	57
1033	60
1034	64
1035	67
1036	70
1037	71
1038	72
1039	74
1040	74

Block No.	Scale No.
1041	76
1042	78
1043	80
1044	84
1045	88
1046	90
1047	92
1048	98
1049	99
1050	101
1051	104
1100	
1108	130
1109	122
1104	122
1105	126
1106	116
1107	121
1108	121
*1109	
*1110	
*1111	
1112	83
1113	78
1114	66
1115	52
1116	47
1117	47
1118	37
1119	27
1120	Sub
1121	Sub
1122	Sub
1123	22
1124	22
1125	30
1126	35
1127	39
1128	42
1129	46
1130	50
1131	54
1132	57
1133	60
1134	64
1135	67
1136	70
1137	71
1138	72
1139	74
1140	76
1141	80
1142	83
1143	85
1144	87
1145	91
1146	96
1147	99
1148	99
1149	101
1150	103
1151	106
1200	
1203	125
1204	122
1205	130
1206	134

Block No.	Scale No.
1207	126
1208	117
1209	115
*1210	
1211	90
1212	87
*1213	
*1214	
*1215	
*1216	
1217	52
1218	48
1219	37
1220	29
1221	22
1222	24
*1223	
1224	36
1225	35
1226	35
1227	39
1228	46
1229	46
1230	50
1231	54
1232	57
1233	60
1300	
1234	64
1235	70
1236	70
1237	72
1238	74
1239	74
1240	79
1241	82
1242	84
1243	87
1244	90
1245	94
1246	99
1247	103
1248	106
1249	108
1250	110
1400	
1251	67
1252	76
1253	76
1254	83
1255	83
1256	83
1257	84
1258	87
1259	90
1260	93
1261	96
1262	102
1263	105
1264	109
1265	112
1266	112
1267	115
1268	115
1269	117
1500	
1266	133
1266	125
1267	120
1268	111
1269	108
1270	100
1271	95
1272	83
1273	83
1274	90
1275	90
1276	67
1277	54
1278	50
1279	46
1280	46
1281	50
1282	54
1283	57
1284	60
1285	64
1286	67
1287	70
1288	76
1289	76
1290	83
1291	83
1292	87
1293	90
1294	93
1295	96
1296	102
1297	105
1298	109
1299	112
1600	
1300	64
1301	67
1302	73
1303	76
1304	83
1305	83
1306	87
1307	90
1308	93
1309	96
1310	99
1311	102
1312	105
1313	108
1314	110
1315	113
1316	117
1317	117
1700	
*1707	
1708	130
1709	130
1710	119
1711	110
1712	102
1713	95
1714	85
1715	79
1716	75
1717	66
1718	61
1719	60
1720	57
1721	64
*1722	
1723	67
1724	57
1725	60
1726	60
1727	67
1728	67
1729	67
1730	73
1731	76
1732	79
1733	83
1734	86
1735	90
1736	93
1737	93
1738	96
1739	99
1740	102
1741	105
1742	109
1743	111
1744	113
1745	115
1746	117
1800	
1747	64
1748	67
1749	73
1750	76
1751	83
1752	83
1753	87
1754	90
1755	93
1756	96
1757	99
1758	102
1759	105
1760	109
1761	112
1762	115
1763	117
1764	117
1765	117
1766	117
1767	117
1768	117
1769	117
1770	117
1771	117
1772	117
1773	117
1774	117
1775	117
1776	117
1777	117
1778	117
1779	117
1780	117
1781	117
1782	117
1783	117
1784	117
1785	117
1786	117
1787	117
1788	117
1789	117
1790	117
1791	117
1792	117
1793	117
1794	117
1795	117
1796	117
1797	117
1798	117
1799	117
1800	117
*1812	
*1813	
1814	90

*No Express Station "Sub"—See Rate Table 2

Scale number shown in italic de

RATE TABLE 2. BLOCK 1021.

SUB-BLOCK TARIFF.

To find the scale applicable between two sub-blocks, first ascertain from the Directory of Express Stations the sub-block of the originating office and the sub-block number and letter of the destination office. The number of the rate scale sought will at number which is the intersection of the vertical column of figures beneath the letter of the sub-block of origin and the horizontal line of figures to the right of the number and letter of the sub-block of destination.

To—		From block 1021, sub-block—															
Blk.	Sub-blk.	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
1020	A	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	B	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	C	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	D	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	E	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	F	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	G	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	H	11	11	..	11	11	11	15	11	11	..	..	11	15	15	15
1020	I	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	K	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	L	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	M	8	8	..	8	8	8	8	8	8	..	..	8	8	15	15
1020	N	16	16	..	16	16	16	16	16	16	..	..	16	16	16	16
1020	O	11	11	..	11	11	11	15	11	11	..	..	11	11	15	15
1020	P	8	8	..	8	8	8	8	11	11	..	..	11	11	15	15
1020	Q	8	8	..	8	8	8	8	8	8	..	..	8	8	15	15

To—		From block 1021, sub-block—															
Blk.	Sub-blk.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
1020	A	11	11	11	..	11	16	16	16	16	16	..	..	16	16	19	19
1020	B	8	8	8	..	8	11	11	11	11	11	..	..	11	11	15	15
1020	C	5	5	5	..	5	8	8	8	8	8	..	..	8	8	15	15
1020	D	2	3	4	..	3	4	8	8	5	8	..	..	8	8	15	15
1020	E	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	F	11	11	11	..	11	11	11	11	11	11	..	..	11	15	15	15
1020	G	8	8	8	..	8	8	8	8	8	8	..	..	8	8	15	15
1020	H	3	4	8	..	2	5	8	8	3	4	..	..	4	8	8	13
1020	I	16	16	16	..	16	16	16	16	16	16	..	..	16	16	19	19
1020	K	16	11	11	..	11	11	11	15	11	11	..	..	11	11	15	15
1020	L	11	11	11	..	8	11	11	11	11	11	..	..	11	11	15	15
1020	M	8	8	8	..	6	6	8	8	5	8	..	..	8	8	13	13
1020	N	16	16	16	..	16	16	16	16	16	16	..	..	16	16	19	19
1020	O	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	P	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	Q	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

To—		From block 1021, sub-block—															
Blk.	Sub-blk.	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
1020	A	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	B	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	C	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	D	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	E	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	F	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	G	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1020	H	21	21	21	..	14	21	21	21	16	16	..	..	16	16	16
1020	I	21	21	21	..	21	21	21	21	21	21	..	..	21	21	21
1020	K	21	21	21	..	15	21	21	21	21	21	..	..	21	21	21
1020	L	21	21	21	..	16	21	21	21	21	21	..	..	21	21	21
1020	M	21	21	21	..	16	21	21	21	16	16	..	..	16	16	16
1020	N	32	32	32	..	27	32	32	32	32	32	..	..	27	27	27
1020	O	24	24	24	..	24	24	24	24	24	24	..	..	21	21	21
1020	P	24	24	24	..	24	24	24	24	24	24	..	..	24	21	21
1020	Q	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

To—		From block 1021, sub-block—															
Blk.	Sub-blk.	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
1021	A	8	8	..	8	8	8	13	8	8	..	..	8	13	15	15
1021	B	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1021	C	18	18	..	18	18	18	18	18	18	..	..	18	18	22	22
1021	D	18	18	..	18	18	18	18	18	18	..	..	18	18	22	26
1021	E	8	8	..	8	8	8	8	8	8	..	..	8	8	15	15
1021	F	8	8	..	8	8	8	13	8	8	..	..	8	8	13	15
1021	G	8	8	..	8	8	13	13	8	13	..	..	13	13	15	15
1021	H	18	18	..	18	18	22	22	18	18	..	..	18	18	22	26
1021	I	4	8	..	4	8	8	8	8	8	..	..	8	8	13	13
1021	K	8	8	..	8	8	8	8	8	8	..	..	8	8	13	15
1021	L	8	8	..	8	8	8	13	8	8	..	..	8	13	13	13
1021	M	8	8	..	8	8	13	13	8	13	..	..	13	13	15	15
1021	N	3	4	..	3	4	8	8	4	8	..	..	8	8	13	13
1021	O	2	8	..	4	4	8	8	8	8	..	..	8	8	13	13
1021	P	8	8	..	8	8	8	8	8	8	..	..	8	8	13	13
1021	Q	8	8	..	8	8	8	13	8	8	..	..	8	13	13	15

To—		From block 1021, sub-block—															
Blk.	Sub-blk.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
1021	A	1	2	3	..	2	3	4	8	3	4	..	..	4	8	8	8
1021	B	2	1	2	..	3	2	3	4	4	4	..	..	8	8	8	8
1021	C	3	2	1	..	4	3	2	3	8	8	..	..	8	8	8	8
1021	D	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1021	E	2	3	4	..	1	2	4	4	2	3	..	..	3	4	8	8
1021	F	3	2	3	..	2	1	2	3	3	2	..	..	4	3	8	8
1021	G	4	3	2	..	4	2	1	2	8	8	..	..	8	8	8	8
1021	H	8	4	3	..	4	3	2	1	8	8	..	..	8	8	8	8
1021	I	3	4	8	..	2	3	8	8	1	4	..	..	2	4	4	8
1021	K	4	4	8	..	3	2	8	8	4	1	..	..	4	2	4	4
1021	L	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1021	M	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1021	N	4	8	8	..	3	4	8	8	2	4	..	..	1	4	4	4
1021	O	8	8	8	..	4	3	8	8	4	2	..	..	4	1	3	4
1021	P	8	8	8	..	8	8	8	8	4	4	..	..	4	3	1	2
1021	Q	8	8	8	..	8	8	8	8	8	4	..	..	4	4	2	1

To—		From block 1021, sub-block—															
Blk.	Sub-blk.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
1121	A	8	8	8	..	4	8	8	13	3	4	..	..	2	3	4	8
1121	B	8	8	8	..	8	4	13	13	4	3	..	..	3	2	3	4
1121	C	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1121	D	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1121	E	13	13	13	..	8	8	13	13	4	8	..	..	3	4	8	8
1121	F	8	8	13	..	8	8	13	13	8	4	..	..	4	3	4	8
1121	G	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1121	H	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1121	I	13	15	15	..	13	13	15	15	8	13	..	..	8	8	8	8
1121	K	11	13	13	..	8	13	13	13	8	8	..	..	8	8	8	8
1121	L	13	13	13	..	13	13	15	13	8	8	..	..	8	8	8	8
1121	M	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1121	N	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1121	O	13	13	15	..	8	13	15	15	8	8	..	..	8	8	8	8
1121	P	13	13	13	..	13	15	15	15	8	8	..	..	8	8	8	8
1121	Q	13	13	15	..	13	15	15	15	13	8	..	..	8	8	8	13

To—		From block 1021, sub-block—															
Blk.	Sub-blk.	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
1022	A	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1022	B	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1022	C	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1022	D	18	18	..	13	18	18	18	18	18	..	..	18	18	22	22
1022	E	18	18	..	18	18	18	18	18	18	..	..	18	22	22	26
1022	F	18	18	..	13	18	18	18	18	18	..	..	18	18	22	26
1022	G	13	18	..	13	13	18	18	18	13	..	..	18	18	22	22
1022	H	13	18	..	13	13	18	18	18	18	..	..	18	18	22	22
1022	I	13	13	..	8	13	13	13	13	13	..	..	13	13	15	15
1022	K	13	13	..	13	13	13	13	13	13	..	..	13	15	15	16
1022	L	13	13	..	13	13	13	13	13	13	..	..	13	18	18	22
1022	M	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1022	N	8	8	..	8	8	13	13	13	13	..	..	13	13	15	15
1022	O	13	13	..	13	13	13	13	13	13	..	..	13	13	15	15
1022	P	13	13	..	13	13	13	13	13	13	..	..	13	18	22	22
1022	Q	..	..	..	..	..	..	..	..	..	..	..	..	13	18	18	22

To—		From block 1021, sub-block—															
Blk.	Sub-blk.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
1022	A	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1022	B	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1022	C	8	8	..	8	8	4	3	8	8	..	..	8	8	4	3	8
1022	D	8	8	..	8	8	4	13	13	..	..	..	8	8	8	4	8
1022	E	8	8	..	13	8	8	8	13	13	..	..	13	8	8	8	8
1022	F	13	8	..	13	8	8	8	13	13	..	..	13	13	8	8	8
1022	G	13	8	..	13	8	8	4	8	8	..	..	8	8	3	2	8
1022	H	13	8	..	13	8	8	8	13	13	..	..	13	8	8	4	8
1022	I	13	8	..	13	8	8	8	13	13	..	..	13	8	8	8	8
1022	K	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1022	L	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1022	M	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1022	N	22	22	..	22	22	22	22	15	15	..	..	15	15	15	15	15
1022	O	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1022	P	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1022	Q	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

le numbers shown in *italic* denote reduction.
le numbers shown in **bold face** denote increase.

RATE TABLE 1. BLOCK 2035.

MAIN BLOCK TARIFF.

Block No.	Scale No.
100	
*101	
*102	
103	198
104	202
*105	
106	209
107	204
108	190
109	181
110	170
111	166
112	162
113	157
114	152
115	148
116	141
117	132
118	128
119	125
120	120
121	117
122	113
123	111
124	109
125	107
126	104
127	101
128	101
129	101
130	104
131	107
132	101
133	93
*134	
*135	
*136	
*137	
*138	
*139	
200	
201	212
*202	
203	194
204	190
205	186
206	188
207	183
208	184
209	178
210	176
211	172
*212	
213	160
214	153
215	151
216	153
217	157
*218	
*219	
*220	
221	116
†222	123
*223	
224	109
225	104
226	101
227	97
228	95
229	93
230	90
231	86

Block No.	Scale No.
232	85
233	88
234	85
*235	
*236	
237	85
*238	
*239	
*240	
*256	
257	101
258	101
300	
301	206
302	204
303	198
*304	
305	192
306	188
307	188
308	184
309	186
*310	
311	168
312	160
313	160
314	148
315	144
316	141
317	138
318	134
319	131
320	126
321	116
322	113
323	109
324	107
325	104
326	97
327	93
328	91
329	87
330	85
331	82
332	82
333	79
334	79
335	82
336	77
337	79
338	79
339	80
340	84
341	82
*342	
*355	
*356	
357	98
358	99
400	
402	200
403	196
404	195
405	195
406	192
407	188
408	188

Block No.	Scale No.
409	194
*410	
*411	
412	170
413	156
414	148
415	144
416	142
417	138
418	137
*419	
*420	
*421	
*422	
423	107
424	103
425	99
426	95
427	91
428	87
429	85
430	85
431	78
432	74
433	74
434	71
435	73
436	69
437	71
438	71
439	76
440	75
441	74
442	74
*443	
*454	
455	95
456	95
457	96
458	98
500	
501	207
502	204
503	200
504	207
*505	
*506	
507	189
508	189
509	183
*510	
*511	
512	173
513	162
514	175
*515	
516	146
517	146
518	135
519	129
520	123
521	117
522	110
523	107
524	102
525	98
526	95
527	91
528	87
529	83
530	82
531	78

Block No.	Scale No.
532	70
533	66
534	66
535	65
536	63
537	63
538	65
539	68
540	67
541	66
542	70
543	70
549	78
550	80
551	82
552	86
553	89
554	90
555	90
556	92
557	96
558	98
559	102
600	
601	202
602	214
603	207
*604	
*605	
*606	
†607	190
608	183
609	179
610	175
611	168
612	167
613	160
614	166
*615	
*616	
617	132
618	126
619	126
*620	
621	113
622	110
623	105
624	98
625	95
626	91
627	87
628	83
629	79
630	76
631	73
632	67
633	63
634	57
635	57
636	55
637	55
638	55
639	63
640	61
641	63
642	66
643	67
646	67
647	67
648	72
649	73
650	75

Block No.	Scale No.
651	78
652	82
653	84
654	86
655	88
656	92
700	
*701	
702	212
703	215
704	208
705	193
*706	
*707	
*708	
*709	
710	168
711	164
712	160
713	156
714	152
715	148
*716	
717	135
*718	
719	123
720	121
721	112
722	109
723	102
724	98
725	95
726	91
727	87
728	83
729	79
730	75
731	72
732	68
733	59
734	57
735	53
736	52
737	53
738	53
739	55
740	55
741	57
742	59
743	59
*744	
745	63
746	65
747	67
748	69
749	73
750	75
751	78
752	80
753	80
754	82
755	84
800	
801	220
*802	
803	207
804	210

Block No.	Scale No.
805	187
*806	
*807	
808	171
*809	
810	162
811	158
812	155
813	155
814	151
815	144
816	140
817	136
818	131
819	123
820	116
821	108
822	106
823	98
824	95
825	93
826	91
827	87
828	78
829	75
830	72
831	68
832	62
833	57
834	54
835	52
836	50
837	52
838	52
839	52
840	53
841	53
842	55
843	58
844	60
845	61
846	65
847	67
848	69
849	73
850	75
851	79
852	80
853	80
854	82
855	84
856	86
900	
901	216
902	220
903	198
*904	
905	182
906	177
907	175
908	171
909	169
910	167
911	161
912	158
913	155
914	148
*915	
*916	
*917	
918	120
919	120
920	112

Block No.	Scale No.
921	102
922	100
923	96
924	93
925	90
926	85
927	81
928	74
929	70
930	70
931	66
932	62
933	58
934	54
935	50
936	48
937	50
938	50
939	50
940	51
941	53
942	53
943	55
944	59
945	61
946	63
947	67
948	69
949	71
950	73
951	79
952	80
953	80
1000	
1002	198
1003	193
1004	190
1005	186
1006	183
1007	187
1008	181
1009	174
1010	178
1011	167
*1012	
1013	148
1014	144
1015	140
1016	133
1017	126
1018	118
1019	112
1020	107
1021	98
1022	96
1023	96
1024	90
1025	89
1026	85
1027	81
1028	77
1029	74
1030	69
1031	64
1032	58
1033	56
1034	53
1035	48
1036	47
1037	48
1038	48
1039	50
1040	51

Block No.	Scale No.
1041	53
1042	53
1043	55
1044	57
1045	61
1046	63
1047	65
1048	69
1049	70
1050	74
1051	76
1100	
1102	191
1103	188
1104	182
1105	185
1106	188
1107	185
1108	179
*1109	
*1110	
*1111	
1112	157
1113	150
1114	147
1115	139
1116	131
1117	122
1118	118
1119	108
1120	102
1121	94
1122	90
1123	89
1124	86
1125	83
1126	79
1127	76
1128	73
1129	70
1130	67
1131	64
1132	58
1133	54
1134	53
1135	47
1136	45
1137	45
1138	47
1139	48
1140	49
1141	51
1142	53
1143	61
1144	61
1145	65
1146	66
1147	68
1148	68
1149	71
1150	73
1151	76
1200	
1203	186
1204	182
1205	177
1206	178

Block No.	Scale No.
1207	176
1208	173
1209	170
*1210	
1211	162
1212	159
*1213	
*1214	
*1215	
*1216	
1217	122
1218	117
1219	103
1220	99
1221	92
1222	92
*1223	
1224	83
1225	79
1226	76
1227	73
1228	70
1229	64
1230	64
1231	59
1232	54
1233	49
1234	47
1235	47
1236	40
1237	40
1238	44
1239	47
1240	48
1241	48
1242	53
1243	60
1244	53
1245	60
1246	62
1247	65
1248	65
1249	68
1250	72
1300	
1303	183
1304	183
1305	177
1306	173
1307	171
1308	168
1309	166
1310	159
1311	163
*1312	
1313	141
*1314	
*1315	
*1316	
1317	122
1318	117
1319	108
1320	97
1321	88
1322	80
1323	77
1324	82
1325	79
1326	75
1327	70
1328	64
1329	61
1330	61

Block No.	Sc
1331	
1332	
1333	
1334	
1335	
1336	
1337	
1338	
1339	
1340	
1341	
1342	
1343	
1344	
1345	
1346	
1347	
1348	
1349	
1350	
1400	
*1404	
1405	1
1406	1
1407	1
1408	1
1409	1
1410	1
1411	1
1412	1
1413	1
1414	1
1415	1
1416	1
1417	1
1418	1
1419	
1420	
1421	
1422	
1423	
1424	
1425	
1426	
1427	
1428	
1429	
1430	
1431	
1432	
1433	
1434	
1435	
1436	
1437	
1438	
1439	
1440	
1441	
1442	
1443	
1444	
1445	
1446	
1447	
1448	
1449	
*1450	

*No Express Station. "Sub"—See Rate Table 2. 3
†Effective April 10, 1914. Applying to newly opened offices to which no rates are in effect.
merce Commission Tariff Circular No. 19-A.

RATE TABLE 2. BLOCK 2035.

SUB-BLOCK TARIFF.

To find the scale applicable between two sub-blocks, first ascertain from the Directory of Express Stations the sub-letter of the originating office and the sub-block number and letter of the destination office. The number of the rate scale sought be that number which is the intersection of the vertical column of figures beneath the letter of the sub-block of origin and the zontal line of figures to the right of the number and letter of the sub-block of destination.

To—		From block 2035, sub-block—																	To—		From block 2035, sub-block—																
Blk.	Sub-Blk.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q		Blk.	Sub-Blk.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
2034	A	11	11	11	11	11	11												2034	A	5	7	11	11	5	7											
2034	B	7	11	11	11	11	11												2034	B	5	7	7	11	5	7											
2034	C	7	7	11	11	7	11												2034	C	5	7	7	7	2	5											
2034	D	7	7	7	11	7	11												2034	D	0	1	2	5	1	2											
2034	E	7	11	11	11	11	11												2034	E																	
2034	F	7	7	11	11	7	11												2034	F																	
2034	G	7	7	7	11	7	7												2034	G	2	5	7	7	1	2											
2034	H	7	7	7	7	7	7												2034	H	1	2	5	7	0	1											
2034	I	7	11	11	11	11	11												2034	I																	
2034	K	7	7	7	11	7	11												2034	K																	
2034	L	5	7	7	7	7	7												2034	L																	
2034	M	2	5	7	7	5	7												2034	M																	
2034	N	5	5	11	11	5	7												2034	N																	
2034	O	7	7	11	11	7	7												2034	O																	
2034	P																		2034	P																	
2034	Q	1	2	5	7	2	5												2034	Q																	

To—		From block 2035, sub-block—																	To—		From block 2035, sub-block—																
Blk.	Sub-Blk.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q		Blk.	Sub-Blk.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
2035	A																		2035	A	0	0	1	2	0	1											
2035	B	11	11	7	7	11	11												2035	B	0	0	0	1	1	0											
2035	C	11	11	7	7	11	11												2035	C	1	0	0	0	2	1											
2035	D	11	11	11	7	11	11												2035	D	2	1	0	0	5	2											
2035	E	7	7	7	7	7	7												2035	E	0	1	2	5	2	0											
2035	F	7	7	5	7	7	11												2035	F	1	0	1	2	0	0											
2035	G	7	7	2	5	7	11												2035	G																	
2035	H	11	11	7	7	11	11												2035	H																	
2035	I	5	7	5	7	7	7												2035	I																	
2035	K																		2035	K																	
2035	L	7	7	1	2	7	7												2035	L																	
2035	M	7	7	7	5	7	11												2035	M																	
2035	N	0	1	2	5	5	7												2035	N																	
2035	O	1	0	1	2	7	5												2035	O																	
2035	P	2	1	0	1	5	2												2035	P																	
2035	Q																		2035	Q																	

To—		From block 2035, sub-block—																	To—		From block 2035, sub-block—																
Blk.	Sub-Blk.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q		Blk.	Sub-Blk.	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q
2036	A	11	7	7	7	11	11												2036	A	7	2	1	0	7	5											
2036	B	11	11	7	7	11	11												2036	B	7	7	2	1	7	7											
2036	C	11	11	11	7	11	11												2036	C																	
2036	D	11	11	11	11	11	11												2036	D																	
2036	E	7	7	7	5	11	7												2036	E	7	7	2	1	7	7											
2036	F	11	7	7	7	11	11												2036	F	7	7	5	2	7	7											
2036	G																		2036	G																	
2036	H	11	11	11	7	11	11												2036	H																	
2036	I	7	7	5	2	7	7												2036	I																	
2036	K	7	7	7	5	11	7												2036	K	7	7	7	5	11	7											
2036	L	11	7	7	7	11	11												2036	L																	
2036	M	11	11	7	7	11	11												2036	M																	
2036	N	7	5	2	1	7	7												2036	N																	
2036	O	7	7	5	2	7	7												2036	O																	
2036	P	7	7	7	7	5	7												2036	P																	
2036	Q																		2036	Q																	

Scale numbers shown in *italic* denote reduction.

I. C. C. No. A-
Cancels I. C. C. No.
C. R. C. No.
Cancels C. R. C. No.

ly two supplements to this tariff will be in effect at any time.

Adams Express Company
American Express Company
Canadian Express Company
Canadian Northern Express Company
Dominion Express Company
Great Northern Express Company
National Express Company
Northern Express Company
Southern Express Company
Wells Fargo & Company Express
Western Express Company

LOCAL AND JOINT SCHEDULE

OF

FIRST AND SECOND-CLASS EXPRESS RATES

No. 2

NOTE—IMPORTANT CHANGES IN RATES ARE MADE HEREIN.

No changes are made in the rates for 100 pounds, and therefore under this tariff charges on packages weighing pounds or more are not increased. The following table shows the increases on first-class shipments. Certain weig will however differ slightly from the figures given, due to the disposition of fractions, and not all shipments over pounds will be increased.

1 to 5 pounds	each 5 cents	50 to 70 pounds	each 2 cents
6 to 29 pounds	each 4 cents	71 to 99 pounds	each 1 cent
30 to 49 pounds	each 3 cents		

While the above is representative of the increases on first-class traffic, second-class shipments will be increas 75 per cent. of these amounts, as the second-class rates are 75 per cent. of the first-class rates.

Governed by and applying in connection with Local and Joint Bloc Tariffs issued subject thereto.

Governed by and applying in connection with Joint Directory of Expre Stations I. C. C. No. A-3, Supplements thereto and reissues thereof.

Governed by Official Express Classification No. 23, I. C. C. No. A-145 Supplements thereto and reissues thereof.

Governed by Terminal and Switching Charges I. C. C. No. A-1394, Supp ments thereto and reissues thereof.

Governed by and applying in connection with Joint Directory o Collection and Delivery Limits at Express Stations I. C. C. No. A-4, Su plements thereto and reissues thereof.

Issued and filed with the Interstate Commerce Commission and Canadian Railway Commission by F. O. AIR Agent, 2 Rector Street, New York, N. Y., for the individual Companies named herein.

SSUED AUGUST 16, 1915. **EFFECTIVE SEPTEMBER 1, 1915.**

Issued under authority of, and in compliance with, Interstate Commerce Commission Supplemental Order No. 15 of June 28, 1915, in Case No. 4100

ariff is filed with Commissions named below by me as Agent for the following Express Companies under Powers of Attorney as indicated.

Commissions filed with / Express Companies	Interstate Commerce Commission	Canadian Railway Commission	Commissions filed with / Express Companies	Interstate Commerce Commission	Canadian Railway Commission
me Express Company, The	EX 1—No. 3	P. A. No. 1	National Express Company	EX 1—No 5	P. A. No. 1
rican Express Company	EX 1—No 4	P A. No 1	New York & Boston Despatch Express Company	EX 1—No. 28	
dian Express Company	EX 1—No 4	P. A. No. 1	Northern Express Company	EX 1—No 4	P. A. No 1
dian Northern Express Company, The	EX 1—No. 3	P. A. No. 1	Southern Express Company	EX 1—No 6	P. A. No. 1
dinion Express Company (concurrence)	EX 7—No. 3	P A. No. 1	Wells Fargo & Company (Express)	EX 1—No. 7	P. A. No. 1
t Northern Express Company	EX 1—No. 4	P A No 2	Western Express Company	EX 1—No 4	P. A. No. 1

F. G. AIRY, Agent, 2 Rector Street, New York, N. Y.

NAME, TITLE AND ADDRESS OF OFFICIALS OF EXPRESS COMPANIES AUTHORIZED TO PREPARE AND ISSUE TARIFFS.

OFFICIAL	TITLE	NAME OF EXPRESS COMPANY	ADDRESS
IMMERMAN	General Manager	Adams	New York, N. Y.
, BUSH	Traffic Manager	American	New York, N. Y.
W. WILLIAMSON	Superintendent Tariffs	Canadian	Montreal, P. Q.
G. MUIR	General Superintendent	Canadian Northern	Winnipeg, Man.
H. BURR	Traffic Manager	Dominion	Toronto, Ont.
ALD STEWART	Vice-President and General Manager	Great Northern	St. Paul, Minn.
, BUSH	Traffic Manager	National	New York, N. Y.
W. BENNETT	Traffic Superintendent	Northern	St. Paul, Minn.
M. WILLIAMS	Second Vice-President	Southern	Chattanooga, Tenn.
). S. LEE	Traffic Manager	Wells Fargo & Company	New York, N Y
H BURR	Traffic Manager	Western	Toronto, Ont

APPLICATION OF TARIFF.

Interstate Traffic—This tariff applies on Interstate Traffic, i e., from a point in one State or the District of Columbia to a point in y other State or between points in the same State which, in order to reach destination, is carried over lines lying partly outside the State

Intrastate Traffic—This tariff will apply on Intrastate Traffic as provided in Supplements to be issued thereto

EXCEPTIONS TO OFFICIAL EXPRESS CLASSIFICATION.

Shipments, when handled entirely by any one of the Companies named below, between any two points named in this tariff, are governed r Exceptions to Official Express Classification shown in—

Adams Express Company's I. C C. No. 966, Supplements thereto and reissues thereof.
American Express Company's } I. C. C. No. 2289, Supplements thereto and reissues thereof.
in connection with
National Express Company's }
Great Northern Express Company's I C C No 178, Supplements thereto and reissues thereof
Northern Express Company's I. C C. No. 403, Supplements thereto and reissues thereof.
Wells Fargo & Company Express I C. C No 4765, Supplements thereto and reissues thereof.
Western Express Company's I. C C. No. 1240, Supplements thereto and reissues thereof

COMMODITY RATES.

Whenever Commodity rates are established applicable to shipments of an article in stated quantities they remove the application of the lassification rating on such commodity between the same points in such quantities.

EXPLANATION.

ITEM 1. Rates for Shipments 100 Pounds and Under.

FIRST AND SECOND-CLASS RATES.

The rates contained in the scales shown in this tariff are separately stated for packa first-class and second-class matter weighing respectively from 1 pound to 100 pounds.

There are 295 of these scales, numbered consecutively from 0 upward. The Rate Scale nu printed in Rate Tables 1 and 2 of the "Local and Joint Block Tariffs" lawfully on file wit Interstate Commerce Commission, Supplements thereto and reissues thereof, refer to these

ITEM 2. Rates for Shipments Over 100 Pounds.

FIRST-CLASS RATES.

When the scale number is known, first-class charges on shipments of over 100 pounds be ascertained by multiplying the rate for a 100-pound package by the number of pounds shipment and dividing the product by 100.

EXAMPLE.

Under rate scale 45 what is the charge for 583 pounds of first-class matter?

The rate for 100 pounds being $2.75—
2.75×583=1603.25.
1603.25÷100=16.0325.

Under the rule of the Classification that all fractions of a cent shall be equalized as I the charge would be $16.04.

SECOND-CLASS RATES.

Second-class charges on shipments of over 100 pounds are first computed at the firs rate by multiplying the first-class rate by the number of pounds in the shipment; 75 per cent. result is the charge on second-class matter.

EXAMPLE.

Under rate scale 45, $2.75, what is the charge for 250 pounds of second-class matter?

2.75×250=687.50.
687.50 equalized as $6.88.
75 per cent. of $6.88=$5.16.

The second-class charge for 250 pounds at $2.75 is therefore $5.16.

ILES 0 to 10.

Schedule of First and Second-Class Express Rates in cents.

	Scale Numbers.																							
	0		1		2		3		4		5		6		7		8		9		10			
ds.	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	Pounds.	
1	26	25	26	25	26	25	26	25	26	25	26	25	26	25	26	25	26	25	26	25	26	25	1	
2	26	25	26	25	26	25	26	25	26	25	26	25	26	25	26	25	26	25	26	25	26	25	2	
3	26	25	26	25	26	25	26	25	26	25	26	25	27	25	27	25	27	25	27	25	27	25	3	
4	26	25	26	25	26	25	27	25	27	25	27	25	27	25	27	25	28	25	28	25	28	25	4	
5	26	25	26	25	27	25	27	25	27	25	27	25	28	25	28	25	28	25	28	25	29	25	5	
6	26	25	27	25	27	25	27	25	28	25	28	25	28	25	29	25	29	25	29	25	29	25	6	
7	27	25	27	25	27	25	28	25	28	25	28	25	29	25	29	25	30	25	30	25	30	25	7	
8	27	25	27	25	28	25	28	25	29	25	29	25	29	25	30	25	30	25	31	25	31	25	8	
9	27	25	28	25	28	25	29	25	29	25	29	25	30	25	30	25	31	25	31	25	32	25	9	
0	27	25	28	25	28	25	29	25	29	25	30	25	30	25	31	25	31	25	32	25	32	25	10	
1	28	25	28	25	29	25	29	25	30	25	30	25	31	25	32	25	32	25	33	25	33	25	11	
2	28	25	29	25	29	25	30	25	30	25	31	25	32	25	32	25	33	25	33	25	34	26	12	
3	28	25	29	25	30	25	30	25	31	25	31	25	32	25	33	25	33	25	34	26	35	27	13	
4	28	25	29	25	30	25	31	25	31	25	32	25	33	25	33	25	34	26	35	27	35	27	14	
5	29	25	29	25	30	25	31	25	32	25	32	25	33	25	34	26	35	27	35	27	36	27	15	
6	29	25	30	25	31	25	31	25	32	25	33	25	34	26	35	27	35	27	36	27	37	28	16	
7	29	25	30	25	31	25	32	25	33	25	33	25	34	26	35	27	36	27	37	28	38	29	17	
8	29	25	30	25	31	25	32	25	33	25	34	26	35	27	36	27	37	28	38	29	38	29	18	
9	30	25	31	25	32	25	33	25	34	26	34	26	35	27	36	27	37	28	38	29	39	30	19	
0	30	25	31	25	32	25	33	25	34	26	35	27	36	27	37	28	38	29	39	30	40	30	20	
1	30	25	31	25	32	25	33	25	34	26	35	27	37	28	38	29	39	30	40	30	41	31	21	
2	30	25	32	25	33	25	34	26	35	27	36	27	37	28	38	29	39	30	40	30	41	31	22	
3	31	25	32	25	33	25	34	26	35	27	36	27	38	29	39	30	40	30	41	31	42	32	23	
4	31	25	32	25	33	25	35	27	36	27	37	28	38	29	39	30	41	31	42	32	43	33	24	
5	31	25	32	25	34	26	35	27	36	27	37	28	39	30	40	30	41	31	42	32	44	33	25	
6	31	25	33	25	34	26	35	27	37	28	38	29	39	30	41	31	42	32	43	33	44	33	26	
7	32	25	33	25	34	26	36	27	37	28	38	29	40	30	41	31	43	33	44	33	45	34	27	
8	32	25	33	25	35	27	36	27	38	29	39	30	40	30	42	32	43	33	45	34	46	35	28	
9	32	25	34	26	35	27	37	28	38	29	39	30	41	31	42	32	44	33	45	34	47	36	29	
0	32	25	34	26	35	27	37	28	38	29	40	30	41	31	43	33	44	33	46	35	47	36	30	
	33	25	34	26	36	27	37	28	39	30	40	30	42	32	44	33	45	34	47	36	48	36	31	
	33	25	35	27	36	27	38	29	39	30	41	31	43	33	44	33	46	35	47	36	49	37	32	
	33	25	35	27	37	28	38	29	40	30	41	31	43	33	45	34	46	35	48	36	50	38	33	
	33	25	35	27	37	28	39	30	40	30	42	32	44	33	45	34	47	36	49	37	50	38	34	
	34	26	35	27	37	28	39	30	41	31	42	32	44	33	46	35	48	36	49	37	51	39	35	
	34	26	36	27	38	29	39	30	41	31	43	33	45	34	47	36	48	36	50	38	52	39	36	
	34	26	36	27	38	29	40	30	42	32	43	33	45	34	47	36	49	37	51	39	53	40	37	
	34	26	36	27	38	29	40	30	42	32	44	33	46	35	48	36	50	38	52	39	53	40	38	
	35	27	37	28	39	30	41	31	43	33	44	33	46	35	48	36	50	38	52	39	54	41	39	
	35	27	37	28	39	30	41	31	43	33	45	34	47	36	49	37	51	39	53	40	55	42	40	
	35	27	37	28	39	30	41	31	43	33	45	34	48	36	50	38	52	39	54	41	56	42	41	
	35	27	38	29	40	30	42	32	44	33	46	35	48	36	50	38	52	39	54	41	56	42	42	
	36	27	38	29	40	30	42	32	44	33	46	35	49	37	51	39	53	40	55	42	57	43	43	
	36	27	38	29	40	30	43	33	45	34	47	36	49	37	51	39	54	41	56	42	58	44	44	
	36	27	38	29	41	31	43	33	45	34	47	36	50	38	52	39	54	41	56	42	59	45	45	
	36	27	39	30	41	31	43	33	46	35	48	36	50	38	53	40	55	42	57	43	59	45	46	
	37	28	39	30	41	31	44	33	46	35	48	36	51	39	53	40	56	42	58	44	60	45	47	
	37	28	39	30	42	32	44	33	47	36	49	37	51	39	54	41	56	42	59	45	61	46	48	
	37	28	40	30	42	32	45	34	47	36	49	37	52	39	54	41	57	43	59	45	62	47	49	
	37	28	40	30	42	32	45	34	47	36	50	38	52	39	55	42	57	43	60	45	62	47	50	

ALES 11 to 21.

Schedule of First and Second-Class Express Rates in cents.

	Scale Numbers.																						
	11		12		13		14		15		16		17		18		19		20		21		
nds.	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	Pound
1	26	25	26	25	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	1
2	27	25	27	25	27	26	27	26	27	27	27	27	27	27	27	27	27	27	27	27	28	28	2
3	27	25	28	25	28	26	28	26	28	27	28	27	28	27	28	27	29	28	29	28	29	29	3
4	28	25	28	25	29	26	29	26	29	27	29	27	29	27	30	27	30	28	30	28	30	29	4
5	29	25	29	25	29	26	30	26	30	27	30	27	30	27	31	27	31	28	31	28	31	29	5
6	30	25	30	25	30	26	31	26	31	27	31	27	32	27	32	27	32	28	32	28	33	29	6
7	31	25	31	25	31	26	32	26	32	27	32	27	33	27	33	27	33	28	34	28	34	29	7
8	31	25	32	25	32	26	33	26	33	27	33	27	34	27	34	27	35	28	35	28	35	29	8
9	32	25	33	25	33	26	34	26	34	27	34	27	35	27	35	27	36	28	36	28	37	29	9
10	33	25	33	25	34	26	34	26	35	27	35	27	36	27	36	27	37	28	37	28	38	29	10
11	34	26	34	26	35	27	35	27	36	27	37	28	37	28	38	29	38	29	39	30	39	30	11
12	35	27	35	27	36	27	36	27	37	28	38	29	38	29	39	30	39	30	40	30	41	31	12
13	35	27	36	27	37	28	37	28	38	29	39	30	39	30	40	30	41	31	41	31	42	32	13
14	36	27	37	28	38	29	38	29	39	30	40	30	40	30	41	31	42	32	42	32	43	33	14
15	37	28	38	29	38	29	39	30	40	30	41	31	41	31	42	32	43	33	44	33	44	33	15
16	38	29	39	30	39	30	40	30	41	31	42	32	43	33	43	33	44	33	45	34	46	35	16
17	39	30	39	30	40	30	41	31	42	32	43	33	44	33	45	34	45	34	46	35	47	36	17
18	39	30	40	30	41	31	42	32	43	33	44	33	45	34	46	35	47	36	47	36	48	36	18
19	40	30	41	31	42	32	43	33	44	33	45	34	46	35	47	36	48	36	49	37	50	38	19
20	41	31	42	32	43	33	44	33	45	34	46	35	47	36	48	36	49	37	50	38	51	39	20
21	42	32	43	33	44	33	45	34	46	35	47	36	48	36	49	37	50	38	51	39	52	39	21
22	43	33	44	33	45	34	46	35	47	36	48	36	49	37	50	38	51	39	52	39	54	41	22
23	43	33	45	34	46	35	47	36	48	36	49	37	50	38	51	39	53	40	54	41	55	42	23
24	44	33	45	34	47	36	48	36	49	37	50	38	51	39	53	40	54	41	55	42	56	42	24
25	45	34	46	35	47	36	49	37	50	38	51	39	52	39	54	41	55	42	56	42	57	43	25
26	46	35	47	36	48	36	50	38	51	39	52	39	54	41	55	42	56	42	57	43	59	45	26
27	47	36	48	36	49	37	51	39	52	39	53	40	55	42	56	42	57	43	59	45	60	45	27
28	47	36	49	37	50	38	52	39	53	40	54	41	56	42	57	43	59	45	60	45	61	46	28
29	48	36	50	38	51	39	53	40	54	41	55	42	57	43	58	44	60	45	61	46	63	48	29
30	49	37	50	38	52	39	53	40	55	42	56	42	58	44	59	45	61	46	62	47	64	48	30
31	50	38	51	39	53	40	54	41	56	42	58	44	59	45	61	46	62	47	64	48	65	49	31
32	51	39	52	39	54	41	55	42	57	43	59	45	60	45	62	47	63	48	65	49	67	51	32
33	51	39	53	40	55	42	56	42	58	44	60	45	61	46	63	48	65	49	66	50	68	51	33
34	52	39	54	41	56	42	57	43	59	45	61	46	62	47	64	48	66	50	67	51	69	52	34
35	53	40	55	42	56	42	58	44	60	45	62	47	63	48	65	49	67	51	69	52	70	53	35
36	54	41	56	42	57	43	59	45	61	46	63	48	65	49	66	50	68	51	70	53	72	54	36
37	55	42	56	42	58	44	60	45	62	47	64	48	66	50	68	51	69	52	71	54	73	55	37
38	55	42	57	43	59	45	61	46	63	48	65	49	67	51	69	52	71	54	72	54	74	56	38
39	56	42	58	44	60	45	62	47	64	48	66	50	68	51	70	53	72	54	74	56	76	57	39
40	57	43	59	45	61	46	63	48	65	49	67	51	69	52	71	54	73	55	75	57	77	58	40
41	58	44	60	45	62	47	64	48	66	50	68	51	70	53	72	54	74	56	76	57	78	59	41
42	59	45	61	46	63	48	65	49	67	51	69	52	71	54	73	55	75	57	77	58	80	60	42
43	59	45	62	47	64	48	66	50	68	51	70	53	72	54	74	56	77	58	79	60	81	61	43
44	60	45	62	47	65	49	67	51	69	52	71	54	73	55	76	57	78	59	80	60	82	62	44
45	61	46	63	48	65	49	68	51	70	53	72	54	74	56	77	58	79	60	81	61	83	63	45
46	62	47	64	48	66	50	69	52	71	54	73	55	76	57	78	59	80	60	82	62	85	64	46
47	63	48	65	49	67	51	70	53	72	54	74	56	77	58	79	60	81	61	84	63	86	65	47
48	63	48	66	50	68	51	71	54	73	55	75	57	78	59	80	60	83	63	85	64	87	66	48
49	64	48	67	51	69	52	72	54	74	56	76	57	79	60	81	61	84	63	86	65	89	67	49
50	65	49	67	51	70	53	72	54	75	57	77	58	80	60	82	62	85	64	87	66	90	68	50

Schedule of First and Second-Class Express Rates in cents.

Pounds.	Scale Numbers. 11		12		13		14		15		16		17		18		19		20	
	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class
51	66	50	68	51	71	54	73	55	76	57	79	60	81	61	84	63	86	65	89	67
52	67	51	69	52	72	54	74	56	77	58	80	60	82	62	85	64	87	66	90	68
53	67	51	70	53	73	55	75	57	78	59	81	61	83	63	86	65	89	67	91	69
54	68	51	71	54	74	56	76	57	79	60	82	62	84	63	87	66	90	68	92	69
55	69	52	72	54	74	56	77	58	80	60	83	63	85	64	88	66	91	69	94	71
56	70	53	73	55	75	57	78	59	81	61	84	63	87	66	89	67	92	69	95	72
57	71	54	73	55	76	57	79	60	82	62	85	64	88	66	91	69	93	70	96	72
58	71	54	74	56	77	58	80	60	83	63	86	65	89	67	92	69	95	72	97	73
59	72	54	75	57	78	59	81	61	84	63	87	66	90	68	93	70	96	72	99	75
60	73	55	76	57	79	60	82	62	85	64	88	66	91	69	94	71	97	73	100	75
61	74	56	77	58	80	60	83	63	86	65	89	67	92	69	95	72	98	74	101	76
62	75	57	78	59	81	61	84	63	87	66	90	68	93	70	96	72	99	75	102	77
63	75	57	79	60	82	62	85	64	88	66	91	69	94	71	97	73	101	76	104	78
64	76	57	79	60	83	63	86	65	89	67	92	69	95	72	99	75	102	77	105	79
65	77	58	80	60	83	63	87	66	90	68	93	70	96	72	100	75	103	78	106	80
66	78	59	81	61	84	63	88	66	91	69	94	71	98	74	101	76	104	78	107	81
67	79	60	82	62	85	64	89	67	92	69	95	72	99	75	102	77	105	79	109	82
68	79	60	83	63	86	65	90	68	93	70	96	72	100	75	103	78	107	81	110	83
69	80	60	84	63	87	66	91	69	94	71	97	73	101	76	104	78	108	81	111	84
70	81	61	84	63	88	66	91	69	95	72	98	74	102	77	105	79	109	82	112	84
71	82	62	85	64	89	67	92	69	96	72	100	75	103	78	107	81	110	83	114	86
72	83	63	86	65	90	68	93	70	97	73	101	76	104	78	108	81	111	84	115	87
73	83	63	87	66	91	69	94	71	98	74	102	77	105	79	109	82	113	85	116	87
74	84	63	88	66	92	69	95	72	99	75	103	78	106	80	110	83	114	86	117	88
75	85	64	89	67	92	69	96	72	100	75	104	78	107	81	111	84	115	87	119	90
76	86	65	90	68	93	70	97	73	101	76	105	79	109	82	112	84	116	87	120	90
77	87	66	90	68	94	71	98	74	102	77	106	80	110	83	114	86	117	88	121	91
78	87	66	91	69	95	72	99	75	103	78	107	81	111	84	115	87	119	90	122	92
79	88	66	92	69	96	72	100	75	104	78	108	81	112	84	116	87	120	90	124	93
80	89	67	93	70	97	73	101	76	105	79	109	82	113	85	117	88	121	91	125	94
81	90	68	94	71	98	74	102	77	106	80	110	83	114	86	118	89	122	92	126	95
82	91	69	95	72	99	75	103	78	107	81	111	84	115	87	119	90	123	93	127	96
83	91	69	96	72	100	75	104	78	108	81	112	84	116	87	120	90	125	94	129	97
84	92	69	96	72	101	76	105	79	109	82	113	85	117	88	122	92	126	95	130	98
85	93	70	97	73	101	76	106	80	110	83	114	86	118	89	123	93	127	96	131	99
86	94	71	98	74	102	77	107	81	111	84	115	87	120	90	124	93	128	96	132	99
87	95	72	99	75	103	78	108	81	112	84	116	87	121	91	125	94	129	97	134	101
88	95	72	100	75	104	78	109	82	113	85	117	88	122	92	126	95	131	99	135	102
89	96	72	101	76	105	79	110	83	114	86	118	89	123	93	127	96	132	99	136	102
90	97	73	101	76	106	80	110	83	115	87	119	90	124	93	128	96	133	100	137	103
91	98	74	102	77	107	81	111	84	116	87	121	91	125	94	130	98	134	101	139	105
92	99	75	103	78	108	81	112	84	117	88	122	92	126	95	131	99	135	102	140	105
93	99	75	104	78	109	82	113	85	118	89	123	93	127	96	132	99	137	103	141	106
94	100	75	105	79	110	83	114	86	119	90	124	93	128	96	133	100	138	104	142	107
95	101	76	106	80	110	83	115	87	120	90	125	94	129	97	134	101	139	105	144	108
96	102	77	107	81	111	84	116	87	121	91	126	95	131	99	135	102	140	105	145	109
97	103	78	107	81	112	84	117	88	122	92	127	96	132	99	137	103	141	106	146	110
98	103	78	108	81	113	85	118	89	123	93	128	96	133	100	138	104	143	108	147	111
99	104	78	109	82	114	86	119	90	124	93	129	97	134	101	139	105	144	108	149	112
100	105	79	110	83	115	87	120	90	125	94	130	98	135	102	140	105	145	109	150	113

Charges on shipments over 100 lbs. must be computed as per instructions on page 3.

Schedule of First and Second-Class Express Rates in cents.

Scale Numbers.																							
22		23		24		25		26		27		28		29		30		31		32			
1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	Pounds.
26	26	26	26	26	26	26	26	27	27	27	27	27	27	27	27	27	27	27	27	27	27	1
28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	29	29	29	29	2
29	29	29	29	29	29	29	29	30	30	30	30	30	30	30	30	30	30	30	30	31	31	3
30	29	31	30	31	30	31	30	31	30	31	31	32	31	32	32	32	32	32	32	32	32	4
32	29	32	30	32	30	32	30	33	30	33	31	33	31	33	32	34	32	34	33	34	33	5
33	29	33	30	34	30	34	30	34	30	35	31	35	31	35	32	35	32	36	33	36	33	6
34	29	35	30	35	30	35	30	36	30	36	31	37	31	37	32	37	32	38	33	38	33	7
36	29	36	30	37	30	37	30	37	30	38	31	38	31	39	32	39	32	39	33	40	33	8
37	29	38	30	38	30	38	30	39	30	39	31	40	31	40	32	41	32	41	33	42	33	9
38	29	39	30	39	30	40	30	40	30	41	31	41	31	42	32	42	32	43	33	43	33	10
40	30	40	30	41	31	41	31	42	32	43	33	43	33	44	33	44	33	45	34	45	34	11
41	31	42	32	42	32	43	33	44	33	44	33	45	34	45	34	46	35	47	36	47	36	12
43	33	43	33	44	33	44	33	45	34	46	35	46	35	47	36	48	36	48	36	49	37	13
44	33	45	34	45	34	46	35	47	36	47	36	48	36	49	37	49	37	50	38	51	39	14
45	34	46	35	47	36	47	36	48	36	49	37	50	38	50	38	51	39	52	39	53	40	15
47	36	47	36	48	36	49	37	50	38	51	39	51	39	52	39	53	40	54	41	55	42	16
48	36	49	37	50	38	50	38	51	39	52	39	53	40	54	41	55	42	56	42	56	42	17
49	37	50	38	51	39	52	39	53	40	54	41	55	42	56	42	56	42	57	43	58	44	18
51	39	52	39	53	40	53	40	54	41	55	42	56	42	57	43	58	44	59	45	60	45	19
52	39	53	40	54	41	55	42	56	42	57	43	58	44	59	45	60	45	61	46	62	47	20
53	40	54	41	55	42	56	42	58	44	59	45	60	45	61	46	62	47	63	48	64	48	21
55	42	56	42	57	43	58	44	59	45	60	45	61	46	62	47	63	48	65	49	66	50	22
56	42	57	43	58	44	59	45	61	46	62	47	63	48	64	48	65	49	66	50	68	51	23
57	43	59	45	60	45	61	46	62	47	63	48	65	49	66	50	67	51	68	51	69	52	24
59	45	60	45	61	46	62	47	64	48	65	49	66	50	67	51	69	52	70	53	71	54	25
60	45	61	46	63	48	64	48	65	49	67	51	68	51	69	52	70	53	72	54	73	55	26
61	46	63	48	64	48	65	49	67	51	68	51	70	53	71	54	72	54	74	56	75	57	27
63	48	64	48	66	50	67	51	68	51	70	53	71	54	73	55	74	56	75	57	77	58	28
64	48	66	50	67	51	68	51	70	53	71	54	73	55	74	56	76	57	77	58	79	60	29
65	49	67	51	68	51	70	53	71	54	73	55	74	56	76	57	77	58	79	60	80	60	30
67	51	68	51	70	53	71	54	73	55	75	57	76	57	78	59	79	60	81	61	82	62	31
68	51	70	53	71	54	73	55	75	57	76	57	78	59	79	60	81	61	83	63	84	63	32
70	53	71	54	73	55	74	56	76	57	78	59	79	60	81	61	83	63	84	63	86	65	33
71	54	73	55	74	56	76	57	78	59	79	60	81	61	83	63	84	63	86	65	88	66	34
72	54	74	56	76	57	77	58	79	60	81	61	83	63	84	63	86	65	88	66	90	68	35
74	56	75	57	77	58	79	60	81	61	83	63	84	63	86	65	88	66	90	68	92	69	36
75	57	77	58	79	60	80	60	82	62	84	63	86	65	88	66	90	68	92	69	93	70	37
76	57	78	59	80	60	82	62	84	63	86	65	88	66	90	68	91	69	93	70	95	72	38
78	59	80	60	82	62	83	63	85	64	87	66	89	67	91	69	93	70	95	72	97	73	39
79	60	81	61	83	63	85	64	87	66	89	67	91	69	93	70	95	72	97	73	99	75	40
80	60	82	62	84	63	86	65	89	67	91	69	93	70	95	72	97	73	99	75	101	76	41
82	62	84	63	86	65	88	66	90	68	92	69	94	71	96	72	98	74	101	76	103	78	42
83	63	85	64	87	66	89	67	92	69	94	71	96	72	98	74	100	75	102	77	105	79	43
84	63	87	66	89	67	91	69	93	70	95	72	98	74	100	75	102	77	104	78	106	80	44
86	65	88	66	90	68	92	69	95	72	97	73	99	75	101	76	104	78	106	80	108	81	45
87	66	89	67	92	69	94	71	96	72	99	75	101	76	103	78	105	79	108	81	110	83	46
88	66	91	69	93	70	95	72	98	74	100	75	103	78	105	79	107	81	110	83	112	84	47
90	68	92	69	95	72	97	73	99	75	102	77	104	78	107	81	109	82	111	84	114	86	48
91	69	94	71	96	72	98	74	101	76	103	78	106	80	108	81	111	84	113	85	116	87	49
92	69	95	72	97	73	100	75	102	77	105	79	107	81	110	83	112	84	115	87	117	88	50

Schedule of First and Second-Class Expre

Pounds	Scale Numbers.														
	22		23		24		25		26		27		28		
	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Clas
51	94	71	96	72	99	75	101	76	104	78	107	81	109	82	11
52	95	72	98	74	100	75	103	78	106	80	108	81	111	84	11
53	97	73	99	75	102	77	104	78	107	81	110	83	112	84	11
54	98	74	101	76	103	78	106	80	109	82	111	84	114	86	11
55	99	75	102	77	105	79	107	81	110	83	113	85	116	87	11
56	101	76	103	78	106	80	109	82	112	84	115	87	117	88	12
57	102	77	105	79	108	81	110	83	113	85	116	87	119	90	12
58	103	78	106	80	109	82	112	84	115	87	118	89	121	91	12
59	105	79	108	81	111	84	113	85	116	87	119	90	122	92	12
60	106	80	109	82	112	84	115	87	118	89	121	91	124	93	12
61	107	81	110	83	113	85	116	87	120	90	123	93	126	95	12
62	109	82	112	84	115	87	118	89	121	91	124	93	127	96	13
63	110	83	113	85	116	87	119	90	123	93	126	95	129	97	13
64	111	84	115	87	118	89	121	91	124	93	127	96	131	99	13
65	113	85	116	87	119	90	122	92	126	95	129	97	132	99	13
66	114	86	117	88	121	91	124	93	127	96	131	99	134	101	13
67	115	87	119	90	122	92	125	94	129	97	132	99	136	102	13
68	117	88	120	90	124	93	127	96	130	98	134	101	137	103	14
69	118	89	122	92	125	94	128	96	132	99	135	102	139	105	14
70	119	90	123	93	126	95	130	98	133	100	137	103	140	105	14
71	121	91	124	93	128	96	131	99	135	102	139	105	142	107	14
72	122	92	126	95	129	97	133	100	137	103	140	105	144	108	14
73	124	93	127	96	131	99	134	101	138	104	142	107	145	109	14
74	125	94	129	97	132	99	136	102	140	105	143	108	147	111	15
75	126	95	130	98	134	101	137	103	141	106	145	109	149	112	15
76	128	96	131	99	135	102	139	105	143	108	147	111	150	113	15
77	129	97	133	100	137	103	140	105	144	108	148	111	152	114	15
78	130	98	134	101	138	104	142	107	146	110	150	113	154	116	15
79	132	99	136	102	140	105	143	108	147	111	151	114	155	117	15
80	133	100	137	103	141	106	145	109	149	112	153	115	157	118	16
81	134	101	138	104	142	107	146	110	151	114	155	117	159	120	16
82	136	102	140	105	144	108	148	111	152	114	156	117	160	120	16
83	137	103	141	106	145	109	149	112	154	116	158	119	162	122	16
84	138	104	143	108	147	111	151	114	155	117	159	120	164	123	16
85	140	105	144	108	148	111	152	114	157	118	161	121	165	124	16
86	141	106	145	109	150	113	154	116	158	119	163	123	167	126	17
87	142	107	147	111	151	114	155	117	160	120	164	123	169	127	17
88	144	108	148	111	153	115	157	118	161	121	166	125	170	128	17
89	145	109	150	113	154	116	158	119	163	123	167	126	172	129	17
90	146	110	151	114	155	117	160	120	164	123	169	127	173	130	17
91	148	111	152	114	157	118	161	121	166	125	171	129	175	132	18
92	149	112	154	116	158	119	163	123	168	126	172	129	177	133	18
93	151	114	155	117	160	120	164	123	169	127	174	131	178	134	18
94	152	114	157	118	161	121	166	125	171	129	175	132	180	135	18
95	153	115	158	119	163	123	167	126	172	129	177	133	182	137	18
96	155	117	159	120	164	123	169	127	174	131	179	135	183	138	18
97	156	117	161	121	166	125	170	128	175	132	180	135	185	139	19
98	157	118	162	122	167	126	172	129	177	133	182	137	187	141	19
99	159	120	164	123	169	127	173	130	178	134	183	138	188	141	19
100	160	120	165	124	170	128	175	132	180	135	185	139	190	143	19

Charges on shipments over 100 lbs. must be computed as per in

Schedule of First and Second-Class Express Rates in cents.

	Scale Numbers.																					
	33		34		35		36		37		38		39		40		41		42		43	
unds.	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class
1	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
2	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	30	30	30	30	30	30
3	31	31	31	31	31	31	31	31	31	31	31	31	32	32	32	32	32	32	32	32	32	32
4	33	33	33	33	33	33	33	33	33	33	34	34	34	34	34	34	34	34	34	34	35	35
5	34	33	35	33	35	34	35	34	35	35	36	35	36	36	36	36	36	36	37	36	37	37
6	36	33	37	33	37	34	37	34	38	35	38	35	38	36	38	36	39	36	39	36	39	37
7	38	33	39	33	39	34	39	34	40	35	40	35	40	36	41	36	41	36	41	36	42	37
8	40	33	41	33	41	34	41	34	42	35	42	35	43	36	43	36	43	36	44	36	44	37
9	42	33	43	33	43	34	43	34	44	35	44	35	45	36	45	36	46	36	46	36	47	37
10	44	33	44	33	45	34	45	34	46	35	46	35	47	36	47	36	48	36	48	36	49	37
11	46	35	46	35	47	36	48	36	48	36	49	37	49	37	50	38	50	38	51	39	51	39
12	48	36	48	36	49	37	50	38	50	38	51	39	51	39	52	39	53	40	53	40	54	41
13	50	38	50	38	51	39	52	39	52	39	53	40	54	41	54	41	55	42	56	42	56	42
14	52	39	52	39	53	40	54	41	54	41	55	42	56	42	56	42	57	43	58	44	59	45
15	53	40	54	41	55	42	56	42	56	42	57	43	58	44	59	45	59	45	60	45	61	46
16	55	42	56	42	57	43	58	44	59	45	59	45	60	45	61	46	62	47	63	48	63	48
17	57	43	58	44	59	45	60	45	61	46	62	47	62	47	63	48	64	48	65	49	66	50
18	59	45	60	45	61	46	62	47	63	48	64	48	65	49	65	49	66	50	67	51	68	51
19	61	46	62	47	63	48	64	48	65	49	66	50	67	51	68	51	69	52	70	53	71	54
20	63	48	64	48	65	49	66	50	67	51	68	51	69	52	70	53	71	54	72	54	73	55
21	65	49	66	50	67	51	68	51	69	52	70	53	71	54	72	54	73	55	74	56	75	57
22	67	51	68	51	69	52	70	53	71	54	72	54	73	55	74	56	76	57	77	58	78	59
23	69	52	70	53	71	54	72	54	73	55	74	56	76	57	77	58	78	59	79	60	80	60
24	71	54	72	54	73	55	74	56	75	57	77	58	78	59	79	60	80	60	81	61	83	63
25	72	54	74	56	75	57	76	57	77	58	79	60	80	60	81	61	82	62	84	63	85	64
26	74	56	76	57	77	58	78	59	80	60	81	61	82	62	83	63	85	64	86	65	87	66
27	76	57	78	59	79	60	80	60	82	62	83	63	84	63	86	65	87	66	88	66	90	68
28	78	59	80	60	81	61	82	62	84	63	85	64	87	66	88	66	89	67	91	69	92	69
29	80	60	82	62	83	63	84	63	86	65	87	66	89	67	90	68	92	69	93	70	95	72
30	82	62	83	63	85	64	86	65	88	66	89	67	91	69	92	69	94	71	95	72	97	73
31	84	63	85	64	87	66	89	67	90	68	92	69	93	70	95	72	96	72	98	74	99	75
32	86	65	87	66	89	67	91	69	92	69	94	71	95	72	97	73	99	75	100	75	102	77
33	88	66	89	67	91	69	93	70	94	71	96	72	98	74	99	75	101	76	103	78	104	78
34	90	68	91	69	93	70	95	72	96	72	98	74	100	75	101	76	103	78	105	79	107	81
35	91	69	93	70	95	72	97	73	98	74	100	75	102	77	104	78	105	79	107	81	109	82
36	93	70	95	72	97	73	99	75	101	76	102	77	104	78	106	80	108	81	110	83	111	84
37	95	72	97	73	99	75	101	76	103	78	105	79	106	80	108	81	110	83	112	84	114	86
38	97	73	99	75	101	76	103	78	105	79	107	81	109	82	110	83	112	84	114	86	116	87
39	99	75	101	76	103	78	105	79	107	81	109	82	111	84	113	85	115	87	117	88	119	90
40	101	76	103	78	105	79	107	81	109	82	111	84	113	85	115	87	117	88	119	90	121	91
41	103	78	105	79	107	81	109	82	111	84	113	85	115	87	117	88	119	90	121	91	123	93
42	105	79	107	81	109	82	111	84	113	85	115	87	117	88	119	90	122	92	124	93	126	95
43	107	81	109	82	111	84	113	85	115	87	117	88	120	90	122	92	124	93	126	95	128	96
44	109	82	111	84	113	85	115	87	117	88	120	90	122	92	124	93	126	95	128	96	131	99
45	110	83	113	85	115	87	117	88	119	90	122	92	124	93	126	95	128	96	131	99	133	100
46	112	84	115	87	117	88	119	90	122	92	124	93	126	95	128	96	131	99	133	100	135	102
	114	86	117	88	119	90	121	91	124	93	126	95	128	96	131	99	133	100	135	102	138	104
	116	87	119	90	121	91	123	93	126	95	128	96	131	99	133	100	135	102	138	104	140	105
	118	89	121	91	123	93	125	94	128	96	130	98	133	100	135	102	138	104	140	105	143	108
	120	90	122	92	125	94	127	96	130	98	132	99	135	102	137	103	140	105	142	107	145	109

Schedule of First and Second-Class Expres

Pounds.	Scale Numbers.														
	33		34		35		36		37		38		39		4
	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Clas
51	122	92	124	93	127	96	130	98	132	99	135	102	137	103	140
52	124	93	126	95	129	97	132	99	134	101	137	103	139	105	142
53	126	95	128	96	131	99	134	101	136	102	139	105	142	107	144
54	128	96	130	98	133	100	136	102	138	104	141	106	144	108	146
55	129	97	132	99	135	102	138	104	140	105	143	108	146	110	149
56	131	99	134	101	137	103	140	105	143	108	145	109	148	111	151
57	133	100	136	102	139	105	142	107	145	109	148	111	150	113	153
58	135	102	138	104	141	106	144	108	147	111	150	113	153	115	155
59	137	103	140	105	143	108	146	110	149	112	152	114	155	117	158
60	139	105	142	107	145	109	148	111	151	114	154	116	157	118	160
61	141	106	144	108	147	111	150	113	153	115	156	117	159	120	162
62	143	108	146	110	149	112	152	114	155	117	158	119	161	121	164
63	145	109	148	111	151	114	154	116	157	118	160	120	164	123	167
64	147	111	150	113	153	115	156	117	159	120	163	123	166	125	169
65	148	111	152	114	155	117	158	119	161	121	165	124	168	126	171
66	150	113	154	116	157	118	160	120	164	123	167	126	170	128	173
67	152	114	156	117	159	120	162	122	166	125	169	127	172	129	176
68	154	116	158	119	161	121	164	123	168	126	171	129	175	132	178
69	156	117	160	120	163	123	166	125	170	128	173	130	177	133	180
70	158	119	161	121	165	124	168	126	172	129	175	132	179	135	182
71	160	120	163	123	167	126	171	129	174	131	178	134	181	136	185
72	162	122	165	124	169	127	173	130	176	132	180	135	183	138	187
73	164	123	167	126	171	129	175	132	178	134	182	137	186	140	189
74	166	125	169	127	173	130	177	133	180	135	184	138	188	141	191
75	167	126	171	129	175	132	179	135	182	137	186	140	190	143	194
76	169	127	173	130	177	133	181	136	185	139	188	141	192	144	196
77	171	129	175	132	179	135	183	138	187	141	191	144	194	146	198
78	173	130	177	133	181	136	185	139	189	142	193	145	197	148	200
79	175	132	179	135	183	138	187	141	191	144	195	147	199	150	203
80	177	133	181	136	185	139	189	142	193	145	197	148	201	151	205
81	179	135	183	138	187	141	191	144	195	147	199	150	203	153	207
82	181	136	185	139	189	142	193	145	197	148	201	151	205	154	209
83	183	138	187	141	191	144	195	147	199	150	203	153	208	156	212
84	185	139	189	142	193	145	197	148	201	151	206	155	210	158	214
85	186	140	191	144	195	147	199	150	203	153	208	156	212	159	216
86	188	141	193	145	197	148	201	151	206	155	210	158	214	161	218
87	190	143	195	147	199	150	203	153	208	156	212	159	216	162	221
88	192	144	197	148	201	151	205	154	210	158	214	161	219	165	223
89	194	146	199	150	203	153	207	156	212	159	216	162	221	166	225
90	196	147	200	150	205	154	209	157	214	161	218	164	223	168	227
91	198	149	202	152	207	156	212	159	216	162	221	166	225	169	230
92	200	150	204	153	209	157	214	161	218	164	223	168	227	171	232
93	202	152	206	155	211	159	216	162	220	165	225	169	230	173	234
94	204	153	208	156	213	160	218	164	222	167	227	171	232	174	236
95	205	154	210	158	215	162	220	165	224	168	229	172	234	176	239
96	207	156	212	159	217	163	222	167	227	171	231	174	236	177	241
97	209	157	214	161	219	165	224	168	229	172	234	176	238	179	243
98	211	159	216	162	221	166	226	170	231	174	236	177	241	181	245
99	213	160	218	164	223	168	228	171	233	175	238	179	243	183	248
100	215	162	220	165	225	169	230	173	235	177	240	180	245	184	250

Charges on shipments over 100 lbs. must be computed as per ins

SCALES 44 to 54.

Schedule of First and Second-Class Express Rates in cents.

	Scale Numbers.																					
	44		45		46		47		48		49		50		51		52		53		54	
Pounds.	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class
1	27	27	27	27	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
2	30	30	30	30	30	30	30	30	30	30	30	30	30	30	31	31	31	31	31	31	31	31
3	32	32	32	32	33	33	33	33	33	33	33	33	33	33	33	33	34	34	34	34	34	34
4	35	35	35	35	35	35	35	35	36	36	36	36	36	36	36	36	36	36	37	37	37	37
5	37	37	37	37	38	38	38	38	38	38	38	38	39	39	39	39	39	39	39	39	40	40
6	40	37	40	38	40	38	41	39	41	39	41	39	41	39	42	40	42	40	42	41	43	41
7	42	37	42	38	43	38	43	39	44	39	44	39	44	39	45	40	45	40	45	41	46	41
8	45	37	45	38	45	38	46	39	46	39	47	39	47	39	47	40	48	40	48	41	49	41
9	47	37	47	38	48	38	48	39	49	39	49	39	50	39	50	40	51	40	51	41	52	41
10	49	37	50	38	50	38	51	39	51	39	52	39	52	39	53	40	53	40	54	41	54	41
11	52	39	52	39	53	40	54	41	54	41	55	42	55	42	56	42	56	42	57	43	57	43
12	54	41	55	42	56	42	56	42	57	43	57	43	58	44	59	45	59	45	60	45	60	45
13	57	43	57	43	58	44	59	45	59	45	60	45	61	46	61	46	62	47	63	48	63	48
14	59	45	60	45	61	46	61	46	62	47	63	48	63	48	64	48	65	49	66	50	66	50
15	62	47	62	47	63	48	64	48	65	49	65	49	66	50	67	51	68	51	68	51	69	52
16	64	48	65	49	66	50	67	51	67	51	68	51	69	52	70	53	71	54	71	54	72	54
17	67	51	67	51	68	51	69	52	70	53	71	54	72	54	73	55	73	55	74	56	75	57
18	69	52	70	53	71	54	72	54	73	55	74	56	74	56	75	57	76	57	77	58	78	59
19	72	54	72	54	73	55	74	56	75	57	76	57	77	58	78	59	79	60	80	60	81	61
20	74	56	75	57	76	57	77	58	78	59	79	60	80	60	81	61	82	62	83	63	84	63
21	76	57	77	58	79	60	80	60	81	61	82	62	83	63	84	63	85	64	86	65	87	66
22	79	60	80	60	81	61	82	62	83	63	84	63	85	64	87	66	88	66	89	67	90	68
23	81	61	82	62	84	63	85	64	86	65	87	66	88	66	89	67	91	69	92	69	93	70
24	84	63	85	64	86	65	87	66	89	67	90	68	91	69	92	69	93	70	95	72	96	72
25	86	65	87	66	89	67	90	68	91	69	92	69	94	71	95	72	96	72	97	73	99	75
26	89	67	90	68	91	69	93	70	94	71	95	72	96	72	98	74	99	75	100	75	102	77
27	91	69	92	69	94	71	95	72	97	73	98	74	99	75	101	76	102	77	103	78	105	79
28	94	71	95	72	96	72	98	74	99	75	101	76	102	77	103	78	105	79	106	80	108	81
29	96	72	97	73	99	75	100	75	102	77	103	78	105	79	106	80	108	81	109	82	111	84
30	98	74	100	75	101	76	103	78	104	78	106	80	107	81	109	82	110	83	112	84	113	85
31	101	76	102	77	104	78	106	80	107	81	109	82	110	83	112	84	113	85	115	87	116	87
32	103	78	105	79	107	81	108	81	110	83	111	84	113	85	115	87	116	87	118	89	119	90
33	106	80	107	81	109	82	111	84	112	84	114	86	116	87	117	88	119	90	121	91	122	92
34	108	81	110	83	112	84	113	85	115	87	117	88	118	89	120	90	122	92	124	93	125	94
35	111	84	112	84	114	86	116	87	118	89	119	90	121	91	123	93	125	94	126	95	128	96
36	113	85	115	87	117	88	119	90	120	90	122	92	124	93	126	95	128	96	129	97	131	99
37	116	87	117	88	119	90	121	91	123	93	125	94	127	96	129	97	130	98	132	99	134	101
38	118	89	120	90	122	92	124	93	126	95	128	96	129	97	131	99	133	100	135	102	137	103
39	121	91	122	92	124	93	126	95	128	96	130	98	132	99	134	101	136	102	138	104	140	105
40	123	93	125	94	127	96	129	97	131	99	133	100	135	102	137	103	139	105	141	106	143	108
41	125	94	127	96	130	98	132	99	134	101	136	102	138	104	140	105	142	107	144	108	146	110
42	128	96	130	98	132	99	134	101	136	102	138	104	140	105	142	108	145	109	147	111	149	112
43	130	98	132	99	135	102	137	103	139	105	141	106	143	108	145	109	148	111	150	113	152	114
44	133	100	135	102	137	103	139	105	142	107	144	108	146	110	148	111	150	113	153	115	155	117
45	135	102	137	103	140	105	142	107	144	108	146	110	149	112	151	114	153	115	155	117	158	119
46	138	104	140	105	142	107	145	109	147	111	149	112	151	114	154	116	156	117	158	119	161	121
47	140	105	142	107	145	109	147	111	150	113	152	114	154	116	157	118	159	120	161	121	164	123
48	143	108	145	109	147	111	150	113	152	114	155	117	157	118	159	120	162	122	164	123	167	126
49	145	109	147	111	150	113	152	114	155	117	157	118	160	120	162	122	165	124	167	126	170	128
50	147	111	150	113	152	114	155	117	157	118	160	120	162	122	165	124	167	126	170	128	172	129

Schedule of First and Second-Class Express Rates in cents.

Pounds.	Scale Numbers. 44		45		46		47		48		49		50		51		52		53		
	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1 Cl
51	150	113	152	114	155	117	158	119	160	120	163	123	165	124	168	126	170	128	173	130	1
52	152	114	155	117	158	119	160	120	163	123	165	124	168	126	171	129	173	130	176	132	1
53	155	117	157	118	160	120	163	123	165	124	168	126	171	129	173	130	176	132	179	135	1
54	157	118	160	120	163	123	165	124	168	126	171	129	173	130	176	132	179	135	182	137	1
55	160	120	162	122	165	124	168	126	171	129	173	130	176	132	179	135	182	137	184	138	1
56	162	122	165	124	168	126	171	129	173	130	176	132	179	135	182	137	185	139	187	141	1
57	165	124	167	126	170	128	173	130	176	132	179	135	182	137	185	139	187	141	190	143	1
58	167	126	170	128	173	130	176	132	179	135	182	137	184	138	187	141	190	143	193	145	1
59	170	128	172	129	175	132	178	134	181	136	184	138	187	141	190	143	193	145	196	147	1
60	172	129	175	132	178	134	181	136	184	138	187	141	190	143	193	145	196	147	199	150	2
61	174	131	177	133	181	136	184	138	187	141	190	143	193	145	196	147	199	150	202	152	2
62	177	133	180	135	183	138	186	140	189	142	192	144	195	147	199	150	202	152	205	154	2
63	179	135	182	137	186	140	189	142	192	144	195	147	198	149	201	151	205	154	208	156	2
64	182	137	185	139	188	141	191	144	195	147	198	149	201	151	204	153	207	156	211	159	2
65	184	138	187	141	191	144	194	146	197	148	200	150	204	153	207	156	210	158	213	160	2
66	187	141	190	143	193	145	197	148	200	150	203	153	206	155	210	158	213	160	216	162	2
67	189	142	192	144	196	147	199	150	203	153	206	155	209	157	213	160	216	162	219	165	2
68	192	144	195	147	198	149	202	152	205	154	209	157	212	159	215	162	219	165	222	167	2
69	194	146	197	148	201	151	204	153	208	156	211	159	215	162	218	164	222	167	225	169	2
70	196	147	200	150	203	153	207	156	210	158	214	161	217	163	221	166	224	168	228	171	2
71	199	150	202	152	206	155	210	158	213	160	217	163	220	165	224	168	227	171	231	174	2
72	201	151	205	154	209	157	212	159	216	162	219	165	223	168	227	171	230	173	234	176	2
73	204	153	207	156	211	159	215	162	218	164	222	167	226	170	229	172	233	175	237	178	2
74	206	155	210	158	214	161	217	163	221	166	225	169	228	171	232	174	236	177	240	180	2
75	209	157	212	159	216	162	220	165	224	168	227	171	231	174	235	177	239	180	242	182	2
76	211	159	215	162	219	165	223	168	226	170	230	173	234	176	238	179	242	182	245	184	2
77	214	161	217	163	221	166	225	169	229	172	233	175	237	178	241	181	244	183	248	186	2
78	216	162	220	165	224	168	228	171	232	174	236	177	239	180	243	183	247	186	251	189	2
79	219	165	222	167	226	170	230	173	234	176	238	179	242	182	246	185	250	188	254	191	2
80	221	166	225	169	229	172	233	175	237	178	241	181	245	184	249	187	253	190	257	193	2
81	223	168	227	171	232	174	236	177	240	180	244	183	248	186	252	189	256	192	260	195	2
82	226	170	230	173	234	176	238	179	242	182	246	185	250	188	255	192	259	195	263	198	2
83	228	171	232	174	237	178	241	181	245	184	249	187	253	190	257	193	262	197	266	200	2
84	231	174	235	177	239	180	243	183	248	186	252	189	256	192	260	195	264	198	269	202	2
85	233	175	237	178	242	182	246	185	250	188	254	191	259	195	263	198	267	201	271	204	2
86	236	177	240	180	244	183	249	187	253	190	257	193	261	196	266	200	270	203	274	206	2
87	238	179	242	182	247	186	251	189	256	192	260	195	264	198	269	202	273	205	277	208	2
88	241	181	245	184	249	187	254	191	258	194	263	198	267	201	271	204	276	207	280	210	2
89	243	183	247	186	252	189	256	192	261	196	265	199	270	203	274	206	279	210	283	213	2
90	245	184	250	188	254	191	259	195	263	198	268	201	272	204	277	208	281	211	286	215	2
91	248	186	252	189	257	193	262	197	266	200	271	204	275	207	280	210	284	213	289	217	2
92	250	188	255	192	260	195	264	198	269	202	273	205	278	209	283	213	287	216	292	219	2
93	253	190	257	193	262	197	267	201	271	204	276	207	281	211	285	214	290	218	295	222	2
94	255	192	260	195	265	199	269	202	274	206	279	210	283	213	288	216	293	220	298	224	3
95	258	194	262	197	267	201	272	204	277	208	281	211	286	215	291	219	296	222	300	225	3
96	260	195	265	199	270	203	275	207	279	210	284	213	289	217	294	221	299	225	303	228	3
97	263	198	267	201	272	204	277	208	282	212	287	216	292	219	297	223	301	226	306	230	3
98	265	199	270	203	275	207	280	210	285	214	290	218	294	221	299	225	304	228	309	232	3
99	268	201	272	204	277	208	282	212	287	216	292	219	297	223	302	227	307	231	312	234	3
1 100	270	203	275	207	280	210	285	214	290	218	295	222	300	225	305	229	310	233	315	237	3

Charges on shipments over 100 lbs. must be computed as per instructions on page 3.

LTEM 55 to 65.

Schedule of First and Second-Class Express Rates in cents.

Scale Numbers.																						
55		56		57		58		59		60		61		62		63		64		65		
1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	Pounds.
28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	1
31	31	31	31	31	31	31	31	31	31	31	31	32	32	32	32	32	32	32	32	32	32	2
34	34	34	34	34	34	34	34	35	35	35	35	35	35	35	35	35	35	35	35	35	35	3
37	37	37	37	37	37	38	38	38	38	38	38	38	38	38	38	39	39	39	39	39	39	4
40	40	40	40	40	40	41	41	41	41	41	41	41	41	42	42	42	42	42	42	42	42	5
43	42	43	42	44	42	44	42	44	43	44	43	45	44	45	44	45	45	46	45	46	45	6
46	42	46	42	47	42	47	42	47	43	48	43	48	44	48	44	49	45	49	45	49	45	7
49	42	49	42	50	42	50	42	51	43	51	43	51	44	52	44	52	45	53	45	53	45	8
52	42	52	42	53	42	53	42	54	43	54	43	55	44	55	44	56	45	56	45	56	45	9
55	42	55	42	56	42	56	42	57	43	57	43	58	44	58	44	59	45	59	45	60	45	10
58	44	59	45	59	45	60	45	60	45	61	46	61	46	62	47	62	47	63	48	63	48	11
61	46	62	47	62	47	63	48	63	48	64	48	65	49	65	49	66	50	66	50	67	51	12
64	48	65	49	65	49	66	50	67	51	67	51	68	51	69	52	69	52	70	53	70	53	13
67	51	68	51	68	51	69	52	70	53	70	53	71	54	72	54	73	55	73	55	74	56	14
70	53	71	54	71	54	72	54	73	55	74	56	74	56	75	57	76	57	77	58	77	58	15
73	55	74	56	75	57	75	57	76	57	77	58	78	59	79	60	79	60	80	60	81	61	16
76	57	77	58	78	59	79	60	79	60	80	60	81	61	82	62	83	63	84	63	84	63	17
79	60	80	60	81	61	82	62	83	63	83	63	84	63	85	64	86	65	87	66	88	66	18
82	62	83	63	84	63	85	64	86	65	87	66	88	66	89	67	90	68	91	69	91	69	19
85	64	86	65	87	66	88	66	89	67	90	68	91	69	92	69	93	70	94	71	95	72	20
88	66	89	67	90	68	91	69	92	69	93	70	94	71	95	72	96	72	97	73	98	74	21
91	69	92	69	93	70	94	71	95	72	96	72	98	74	99	75	100	75	101	76	102	77	22
94	71	95	72	96	72	97	73	99	75	100	75	101	76	102	77	103	78	104	78	105	79	23
97	73	98	74	99	75	101	76	102	77	103	78	104	78	105	79	107	81	108	81	109	82	24
100	75	101	76	102	77	104	78	105	79	106	80	107	81	109	82	110	83	111	84	112	84	25
103	78	104	78	106	80	107	81	108	81	109	82	111	84	112	84	113	85	115	87	116	87	26
106	80	107	81	109	82	110	83	111	84	113	85	114	86	115	87	117	88	118	89	119	90	27
109	82	110	83	112	84	113	85	115	87	116	87	117	88	119	90	120	90	122	92	123	93	28
112	84	113	85	115	87	116	87	118	89	119	90	121	91	122	92	124	93	125	94	126	95	29
115	87	116	87	118	89	119	90	121	91	122	92	124	93	125	94	127	96	128	96	130	98	30
118	89	120	90	121	91	123	93	124	93	126	95	127	96	129	97	130	98	132	99	133	100	31
121	91	123	93	124	93	126	95	127	96	129	97	131	99	132	99	134	101	135	102	137	103	32
124	93	126	95	127	96	129	97	131	99	132	99	134	101	136	102	137	103	139	105	140	105	33
127	96	129	97	130	98	132	99	134	101	135	102	137	103	139	105	141	106	142	107	144	108	34
130	98	132	99	133	100	135	102	137	103	139	105	140	105	142	107	144	108	146	110	147	111	35
133	100	135	102	137	103	138	104	140	105	142	107	144	108	146	110	147	111	149	112	151	114	36
136	102	138	104	140	105	142	107	143	108	145	109	147	111	149	112	151	114	153	115	154	116	37
139	105	141	106	143	108	145	109	147	111	148	111	150	113	152	114	154	116	156	117	158	119	38
142	107	144	108	146	110	148	111	150	113	152	114	154	116	156	117	158	119	160	120	161	121	39
145	109	147	111	149	112	151	114	153	115	155	117	157	118	159	120	161	121	163	123	165	124	40
148	111	150	113	152	114	154	116	156	117	158	119	160	120	162	122	164	123	166	125	168	126	41
151	114	153	115	155	117	157	118	159	120	161	121	164	123	166	125	168	126	170	128	172	129	42
154	116	156	117	158	119	160	120	163	123	165	124	167	126	169	127	171	129	173	130	175	132	43
157	118	159	120	161	121	164	123	166	125	168	126	170	128	172	129	175	132	177	133	179	135	44
160	120	162	122	164	123	167	126	169	127	171	129	173	130	176	132	178	134	180	135	182	137	45
163	123	165	124	168	126	170	128	172	129	174	131	177	133	179	135	181	136	184	138	186	140	46
166	125	168	126	171	129	173	130	175	132	178	134	180	135	182	137	185	139	187	141	189	142	47
169	127	171	129	174	131	176	132	179	135	181	136	183	138	186	140	188	141	191	144	193	145	48
172	129	174	131	177	133	179	135	182	137	184	138	187	141	189	142	192	144	194	146	196	147	49
175	132	177	133	180	135	182	137	185	139	187	141	190	143	192	144	195	147	197	148	200	150	50

Schedule of First and Second-Class Express Rates in

Pounds.	Scale Numbers. 55		56		57		58		59		60		61		62		63	
	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class
51	178	134	181	136	183	138	186	140	188	141	191	144	193	145	196	147	198	149
52	181	136	184	138	186	140	189	142	191	144	194	146	197	148	199	150	202	152
53	184	138	187	141	189	142	192	144	195	147	197	148	200	150	203	153	205	154
54	187	141	190	143	192	144	195	147	198	149	200	150	203	153	206	155	209	157
55	190	143	193	145	195	147	198	149	201	151	204	153	206	155	209	157	212	159
56	193	145	196	147	199	150	201	151	204	153	207	156	210	158	213	160	215	162
57	196	147	199	150	202	152	205	154	207	156	210	158	213	160	216	162	219	165
58	199	150	202	152	205	154	208	156	211	159	213	160	216	162	219	165	222	167
59	202	152	205	154	208	156	211	159	214	161	217	163	220	165	223	168	226	170
60	205	154	208	156	211	159	214	161	217	163	220	165	223	168	226	170	229	172
61	208	156	211	159	214	161	217	163	220	165	223	168	226	170	229	172	232	174
62	211	159	214	161	217	163	220	165	223	168	226	170	230	173	233	175	236	177
63	214	161	217	163	220	165	223	168	227	171	230	173	233	175	236	177	239	180
64	217	163	220	165	223	168	227	171	230	173	233	175	236	177	239	180	243	183
65	220	165	223	168	226	170	230	173	233	175	236	177	239	180	243	183	246	185
66	223	168	226	170	230	173	233	175	236	177	239	180	243	183	246	185	249	187
67	226	170	229	172	233	175	236	177	239	180	243	183	246	185	249	187	253	190
68	229	172	232	174	236	177	239	180	243	183	246	185	249	187	253	190	256	192
69	232	174	235	177	239	180	242	182	246	185	249	187	253	190	256	192	260	195
70	235	177	238	179	242	182	245	184	249	187	252	189	256	192	259	195	263	198
71	238	179	242	182	245	184	249	187	252	189	256	192	259	195	263	198	266	200
72	241	181	245	184	248	186	252	189	255	192	259	195	263	198	266	200	270	203
73	244	183	248	186	251	189	255	192	259	195	262	197	266	200	270	203	273	205
74	247	186	251	189	254	191	258	194	262	197	265	199	269	202	273	205	277	208
75	250	188	254	191	257	193	261	196	265	199	269	202	272	204	276	207	280	210
76	253	190	257	193	261	196	264	198	268	201	272	204	276	207	280	210	283	213
77	256	192	260	195	264	198	268	201	271	204	275	207	279	210	283	213	287	216
78	259	195	263	198	267	201	271	204	275	207	278	209	282	212	286	215	290	218
79	262	197	266	200	270	203	274	206	278	209	282	212	286	215	290	218	294	221
80	265	199	269	202	273	205	277	208	281	211	285	214	289	217	293	220	297	223
81	268	201	272	204	276	207	280	210	284	213	288	216	292	219	296	222	300	225
82	271	204	275	207	279	210	283	213	287	216	291	219	296	222	300	225	304	228
83	274	206	278	209	282	212	286	215	291	219	295	222	299	225	303	228	307	231
84	277	208	281	211	285	214	290	218	294	221	298	224	302	227	306	230	311	234
85	280	210	284	213	288	216	293	220	297	223	301	226	305	229	310	233	314	236
86	283	213	287	216	292	219	296	222	300	225	304	228	309	232	313	235	317	238
87	286	215	290	218	295	222	299	225	303	228	308	231	312	234	316	237	321	241
88	289	217	293	220	298	224	302	227	307	231	311	234	315	237	320	240	324	243
89	292	219	296	222	301	226	305	229	310	233	314	236	319	240	323	243	328	246
90	295	222	299	225	304	228	308	231	313	235	317	238	322	242	326	245	331	249
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93	304	228	309	232	313	235	318	239	323	243	327	246	332	249	337	253	341	256
94	307	231	312	234	316	237	321	241	326	245	330	248	335	252	340	255	345	259
95	310	233	315	237	319	240	324	243	329	247	334	251	338	254	343	258	348	261
96	313	235	318	239	323	243	327	246	332	249	337	253	342	257	347	261	351	264
97	316	237	321	241	326	245	331	249	335	252	340	255	345	259	350	263	355	267
98	319	240	324	243	329	247	334	251	339	255	343	258	348	261	353	265	358	269
99	322	242	327	246	332	249	337	253	342	257	347	261	352	264	357	268	362	272
100	325	244	330	248	335	252	340	255	345	259	350	263	355	267	360	270	365	274

Charges on shipments over 100 lbs. must be computed as per instructions on page

66 to 76.

Schedule of First and Second-Class Express Rates in cents.

Scale Numbers.																							
3	67		68		69		70		71		72		73		74		75		76			
2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	Pounds.	
29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	1	
32	32	32	32	32	32	32	32	32	33	33	33	33	33	33	33	33	33	33	33	33	2	
36	36	36	36	36	36	36	36	36	36	36	37	37	37	37	37	37	37	37	37	37	3	
39	39	39	40	40	40	40	40	40	40	40	40	40	41	41	41	41	41	41	41	41	4	
43	43	43	43	43	43	43	44	44	44	44	44	44	44	44	45	45	45	45	45	45	5	
45	47	46	47	46	47	47	47	47	48	48	48	48	48	48	49	48	49	49	49	49	6	
45	50	46	51	46	51	47	51	47	52	48	52	48	52	48	53	48	53	49	53	49	7	
45	54	46	54	46	55	47	55	47	55	48	56	48	56	48	57	48	57	49	57	49	8	
45	57	46	58	46	58	47	59	47	59	48	60	48	60	48	61	48	61	49	61	49	9	
45	61	46	61	46	62	47	62	47	63	48	63	48	64	48	64	48	65	49	65	49	10	
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57	75	57	76	57	77	58	77	58	78	59	79	60	80	60	80	60	81	61	82	62	14	
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67	90	68	91	69	92	69	92	69	93	70	94	71	95	72	96	72	97	73	98	74	18	
69	93	70	94	71	95	72	96	72	97	73	98	74	99	75	100	75	101	76	102	77	19	
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96	129	97	131	99	132	99	134	101	135	102	137	103	138	104	140	105	141	106	142	107	29	
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117	158	119	160	120	162	122	164	123	166	125	167	126	169	127	171	129	173	130	175	132	37	
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123	165	124	167	126	169	127	171	129	173	130	175	132	177	133	179	135	181	136	183	138	39	
126	169	127	171	129	173	130	175	132	177	133	179	135	181	136	183	138	185	139	187	141	40	
129	173	130	175	132	177	133	179	135	181	136	183	138	185	139	187	141	189	142	191	144	41	
131	176	132	178	134	180	135	182	137	185	139	187	141	189	142	191	144	193	145	195	147	42	
134	180	135	182	137	184	138	186	140	188	141	191	144	193	145	195	147	197	148	199	150	43	
136	183	138	186	140	188	141	190	143	192	144	194	146	197	148	199	150	201	151	203	153	44	
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150	201	151	204	153	206	155	209	157	211	159	214	161	216	162	219	165	221	166	223	168	49	
152	205	154	207	156	210	158	212	159	215	162	217	163	220	165	222	167	225	169	227	171	50	

Schedule of First and Second-Class Express Rates

	Scale Numbers.																	
	66		67		68		69		70		71		72		73		74	
Pounds.	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Class	1st Class	2d Cla
51	206	155	209	157	211	159	214	161	216	162	219	165	221	166	224	168	226	17
52	210	158	212	159	215	162	217	163	220	165	223	168	225	169	228	171	230	17
53	213	160	216	162	218	164	221	166	224	168	226	170	229	172	232	174	234	17
54	217	163	219	165	222	167	225	169	227	171	230	173	233	175	236	177	238	17
55	220	165	223	168	226	170	228	171	231	174	234	176	237	178	239	180	242	18
56	224	168	227	171	229	172	232	174	235	177	238	179	241	181	243	183	246	18
57	227	171	230	173	233	175	236	177	239	180	242	182	244	183	247	186	250	18
58	231	174	234	176	237	178	240	180	242	182	245	184	248	186	251	189	254	19
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61	242	182	245	184	248	186	251	189	254	191	257	193	260	195	263	198	266	20
62	245	184	248	186	251	189	254	191	257	193	261	196	264	198	267	201	270	20
63	249	187	252	189	255	192	258	194	261	196	264	198	268	201	271	204	274	20
64	252	189	255	192	259	195	262	197	265	199	268	201	271	204	275	207	278	20
65	256	192	259	195	262	197	265	199	269	202	272	204	275	207	278	209	282	21
66	259	195	263	198	266	200	269	202	272	204	276	207	279	210	282	212	286	21
67	263	198	266	200	270	203	273	205	276	207	280	210	283	213	286	215	290	21
68	266	200	270	203	273	205	277	208	280	210	283	213	287	216	290	218	294	22
69	270	203	273	205	277	208	280	210	284	213	287	216	291	219	294	221	298	22
70	273	205	277	208	280	210	284	213	287	216	291	219	294	221	298	224	301	22
71	277	208	281	211	284	213	288	216	291	219	295	222	298	224	302	227	305	22
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76	295	222	299	225	302	227	306	230	310	233	314	236	318	239	321	241	325	24
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83	320	240	324	243	328	246	332	249	336	252	340	255	345	259	349	262	353	26
84	323	243	327	246	332	249	336	252	340	255	344	258	348	261	353	265	357	26
85	327	246	331	249	335	252	339	255	344	258	348	261	352	264	356	267	361	27
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90	344	258	349	262	353	265	358	269	362	272	367	276	371	279	376	282	380	28
91	348	261	353	265	357	268	362	272	366	275	371	279	375	282	380	285	384	28
92	352	264	356	267	361	271	365	274	370	278	375	282	379	285	384	288	388	29
93	355	267	360	270	364	273	369	277	374	281	378	284	383	288	388	291	392	29
94	359	270	363	273	368	276	373	280	377	283	382	287	387	291	392	294	396	29
95	362	272	367	276	372	279	376	282	381	286	386	290	391	294	395	297	400	30
96	366	275	371	279	375	282	380	285	385	289	390	293	395	297	399	300	404	30
97	369	277	374	281	379	285	384	288	389	292	394	296	398	299	403	303	408	30
98	373	280	378	284	383	288	388	291	392	294	397	298	402	302	407	306	412	30
99	376	282	381	286	386	290	391	294	396	297	401	301	406	305	411	309	416	31
100	380	285	385	289	390	293	395	297	400	300	405	304	410	308	415	312	420	31

Charges on shipments over 100 lbs. must be computed as per instructions on p

TEST QUESTIONS

These questions are for the student to use in testing his knowledge of the assignment. The answers are not to be sent to the University.

1. What risk is assumed by an express company under its receipt for shipments of 100 pounds or less? For more than 100 pounds?

2. Should valuables, such as money, jewelry, valuable papers, and the like, be packed with merchandise? Why?

3. For what kind of losses is the express company not liable?

4. Within what time limit must claims be presented?

5. Within what time must suit be commenced when an express company refuses to pay a claim thought to be just by the claimant?

6. If a shipper undervalues a shipment to secure a reduced rate, can the full value be recovered? Why?

7. What is the live stock contract? Why is it important?

8. Explain how the country is divided for the purpose of express rates.

9. How many blocks are there in which no railroad express office is located?

10. What is the purpose of the zone system? What territory is included in each zone?

11. What is the sub-block system of making rates? In what important respect does it differ from the block system?

12. In what order are the blocks numbered?

13. How is each block sub-divided? What is the reason for the sub-division?

14. Make up a table of rates from square "A" in block 838 to all squares in adjacent blocks.

15. In what important respect does the graduated charge differ from the scale rate?

16. State how the rate per 100 pounds and the rate fo shipment weighing less than 100 pounds may be determin when the scale number between two points is known.

17. Explain the method of determining interstate expr rates between points in blocks not adjacent; also betw points in adjacent blocks.

18. What would be the first-class rate on 10-pound, pound, 100-pound, and 250-pound packages from Chicago, I to St. Paul, Minn.? To New York, N. Y.? To New Orlea La.?

19. What would be the second-class rate on 10-pound, pound, 100-pound, and 250-pound packages between the abo mentioned points?

20. Explain briefly just what you would do to find the fir class rate on 250 pounds between New York and Chica How would you figure the charges?

RAILWAY REGULATION

ONE OF A SERIES OF TREATISES IN AN INTERSTATE COMMERCE AND RAILWAY TRAFFIC COURSE

I. LEO SHARFMAN, A.B., LL.B.
Professor of Political Economy, University of Michigan
Sometime Chief Investigator, Department on Regulation of Interstate and Municipal Utilities, The National Civic Federation

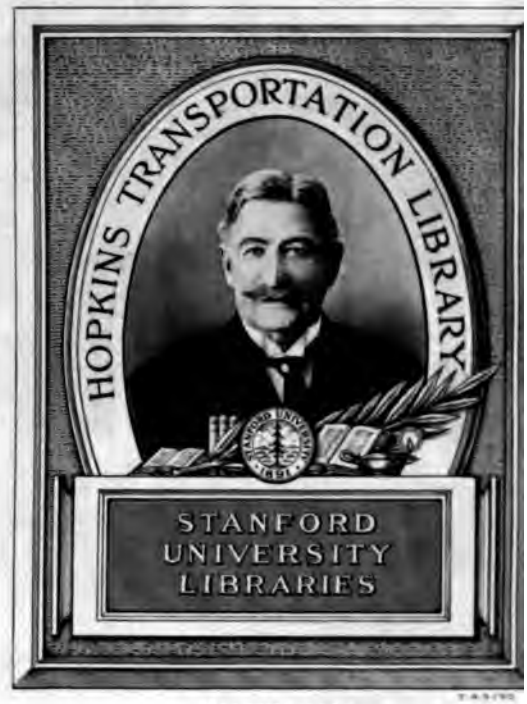
PART 3

REGULATION OF RATES

RAILWAY DISCRIMINATION

La Salle Extension University
Chicago

TF515
L32
9-B



GIFT OF

Joel V. Berreman, Esq.

RAILWAY REGULATION

AN ANALYSIS OF THE UNDERLYING PROBLEMS IN RAILWAY ECONOMICS FROM THE STANDPOINT OF GOVERNMENT REGULATION

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CHAPTER VI

THE REGULATION OF RAILWAY RATES

THE RATE-FIXING POWER OF THE STATES

THE RIGHT OF REGULATION

Aside from the judicial enforcement of the common-law duties of public service corporations,[1] railway-rate regulation has been applied in the first instance through the state legislatures and commissions and through the Interstate Commerce Commission. The primary problem was whether power was legally vested in the state legislatures to control the rates and charges of railway corporations. The question first arose in the so-called Granger cases,[2] involving the validity of the Granger legislation explained in an earlier chapter. The validity of this legislation was upheld at every point.

The first and most important of these Granger cases was Munn v. Illinois, decided in 1876. In this case the constitutionality of an Illinois statute fixing a maximum rate for the storage of grain in elevators in Chicago was involved. The plaintiff, who had been convicted and fined

[1] The common-law duties of common carriers in many of their phases are treated in *The Law of Carriers* by Ralph Merriam, a treatise in the course in Interstate Commerce and Railway Traffic.

[2] Munn v. Illinois, 94 U. S. 113; C., B. & Q. R. R. Co. v. Iowa, 94 U. S. 155; Peik v. C. and N. W. Ry. Co., Lawrence v. Same, 94 U. S. 164; C., M. & St. C. R. R. Co. v. Ackley, 94 U. S. 179; Winona & St. Peter R. R. Co. v. Blake, 94 U. S. 180; Stone v. Wisconsin, 94 U. S. 181.

in the state courts for a violation of the statute, appea to the federal courts on the ground that the enforcemen the statutory rate would constitute a violation of Fourteenth Amendment to the Federal Constitutic The constitutionality of the statute was upheld by Supreme Court, and the same legal principles were plied in the subsequent cases to railway rates.

The fundamental argument of the railways was sweeping claim that it was not within the scope of le lative power to regulate railway rates. In support this claim attention was called to the general princi which govern the attitude of our law towards indust that what a man charges for his goods or services looked upon as a private matter to be determined by c tract between himself and those with whom he deals; that the state undertakes to respect such contracts the right to make them, and does not attempt to coe people in their bargains with each other.

The Supreme Court admitted that these principles p vail in ordinary private industry but insisted upon rule of law existing from time immemorial that the st is vested with ample power to regulate the charges public callings or of any business affected with a pu interest. Under this principle of law cartmen, ferrym hackney coachmen, wharfingers, millers, and others in times past been held subject to public control. In course of industrial development new types of busin affected with a public interest have emerged, among th the grain elevators and railways involved in these Gr

3 That part of the Fourteenth Amendment which is involved here an subsequent parts of this chapter reads as follows: "No state shall mak enforce any law which shall abridge the privileges or immunities of citi of the United States; nor shall any state deprive any person of life, lib or property without due process of law; nor deny to any person withi jurisdiction the equal protection of the laws."

ger cases. To regulate their rates, therefore, was merely to apply old principles to new conditions.

STATUTORY REGULATION AND CHARTER AUTHORITY

The railways opposed legislative regulation by the states on the further ground that such regulation was a violation of their charter contracts, since the charters invariably granted to railway companies the power to fix their rates and fares, and was, therefore, repugnant to the constitutional provision that no state shall pass any law impairing the obligation of contract. On this issue, too, the Supreme Court upheld the validity of the state legislation. It held that the grant to a railway company of the power to fix its rates did not involve a renunciation by the state of its own superior right of regulation. It is a well-settled rule of law that all grants by the state, and especially grants of immunity, are to be strictly construed against the party to whom such grants are made, and no grant of immunity can be claimed, therefore, unless it is specifically and definitely conferred. In the case of Ruggles v. Illinois,[4] the court held that:

> A railroad company whose board of directors was by the charter authorized to establish rates could not as against a general law of the state exact more than three cents per mile per passenger. . . . The power granted was to determine the rates by by-laws; the power to pass by-laws was limited to such as were not repugnant to the laws of the state, and hence it was held that the by-laws could not fix a greater rate than was permitted by the general legislation; "Grants of immunity from legitimate control," said the Chief Justice, "are never to be presumed."[5]

[4] 108 U. S. 526.

[5] Francis J. Swayze, "The Regulation of Railway Rates under the Fourteenth Amendment," *Quarterly Journal of Economics*, 1912, 389-424.

the outset, that the Commission never asserted any right to prescribe railway rates in the first instance. In one of the earliest cases the Commission declared that "its powers in respect to rates is to determine whether those which the roads impose are, for any reason, in conflict with the statutes."[7] And again, in a later case, the Commission said:

> This Commission is not primarily a rate-making body. The carrier is left free to arrange his own tariffs in the first instance. We sit for the correction of what is unreasonable and unjust in those tariffs.[8]

From the very beginning, however, the Commission did assume the power, upon investigation, to declare the rates established by the carriers to be unreasonable and to prescribe reasonable rates in lieu thereof to be followed in the future. The Commission exercised this power on the basis of express provisions of the Act, which, in the first place, declared that all rates must be just and reasonable, and that every unjust and unreasonable rate was prohibited and unlawful, and, in the second place, authorized and required the Commission to execute and enforce the provisions of the statute. On this basis the Commission proceeded for a period of ten years, without serious questioning even from the railroads, to prescribe maximum reasonable rates.

JUDICIAL NULLIFICATION OF THE COMMISSION'S AUTHORITY

In 1897, however, in the Cincinnati Freight Bureau Case, which has come to be known as the Maximum Freight Rate Decision, the Supreme Court of the United

[7] Thatcher v. Delaware and Hudson Canal Company, 1 I. C. C. Rep. 152.

[8] Cincinnati Freight Bureau v. C., N. O. & T P. Ry. Co., 7 I. C. C. Rep. 191.

States definitely decided that the Commission had power to prescribe rates for the future, its authorit pass upon the reasonableness or the unreasonablenes rates being limited entirely to determining whether rates fixed by the carriers in the past were reasonabl unreasonable. This decision effectively destroyed rate-making power of the Interstate Commerce Com sion. The reasoning on the basis of which the Supr Court reached its conclusion may best be expressed i own words. Mr. Justice Brewer thus summarized position of the Court:

> We have therefore these considerations presented: I The power to prescribe a tariff of rates for carriage by a con carrier is a legislative, and not an administrative or juc function, and, having respect to the large amount of pro invested in railroads, the various companies engaged therei thousands of miles of road, and the millions of tons of fr carried, the varying and diverse conditions attaching to carriage, is a power of supreme delicacy and importance. ond. That Congress has transferred such a power to any ad istrative body is not to be presumed or implied from any dou and uncertain language. The words and phrases efficacio make such a delegation of power are well understood, and been frequently used, and, if Congress had intended to such a power to the Interstate Commerce Commission, it ca be doubted that it would have used language open to no mi struction, but clear and direct. Third. Incorporating i statute the common-law obligation resting upon the carri make all its charges reasonable and just, and directing the mission to execute and enforce the provisions of the act, not by implication carry to the Commission, or invest it wit power to exercise, the legislative function of prescribing which shall control in the future. Fourth. Beyond the i ence which irresistibly follows from the omission to gra express terms to the Commission this power of fixing ra

the clear language of section 6, recognizing the right of the carrier to establish rates, to increase or reduce them, and prescribing the conditions upon which such increase or reduction may be made, and requiring, as the only conditions of its action—first, publication; and, second, the filing of the tariff with the Commission. The grant to the Commission of the power to prescribe the form of the schedules, and to direct the place and manner of publication of joint rates, thus specifying the scope and limit of its functions in this respect, strengthens the conclusion that the power to prescribe rates or fix any tariff for the future is not among the powers granted to the Commission. These considerations convince us that under the Interstate Commerce Act the Commission has no power to prescribe the tariff of rates which shall control in the future, and therefore cannot invoke a judgment in mandamus from the courts to enforce any such tariff by it prescribed. . . . Our conclusion, then, is that Congress has not conferred upon the Commission the legislative power of prescribing rates, either maximum or minimum or absolute. As it did not give the express power to the Commission, it did not intend to secure the same result indirectly by empowering that tribunal to determine what in reference to the past was reasonable and just, whether as maximum, minimum, or absolute, and then enable it to obtain from the courts a peremptory order that in the future the railroad companies should follow the rates thus determined to have been in the past reasonable and just.[9]

THE RE-ESTABLISHMENT OF THE RATE-MAKING POWER

The nullification of the Commission's rate-making power resulting from this decision virtually undermined the whole system of administrative control which had been sought to be established through the Act to Regulate Commerce. With the Commission stripped of its power to prescribe rates for the future, there was no effective rem-

[9] Interstate Commerce Commission v. C., N. O. & T. P. Ry. Co., 167 U. S. 479.

edy against unreasonable rates for the shipper, and no adequate protection for the general public. In the words of Professor Dixon:

> The Supreme Court's decision that the Commission could not prescribe a rate for the future left to the shipper merely the privilege of suing for excessive charges when a rate had been held by the Commission to be unreasonable. This the individual shipper usually failed to do, the amount in controversy in any individual case being usually too small to warrant it. Moreover, the one who paid the freight rate was frequently a middleman, and the individual who actually suffered from the excessive rate, the consumer or the producer, had no standing in court and could not recover. The only adequate relief from such a situation was to clothe the Commission with power to prevent such occurrences in the future.[10]

This situation was an important factor in the enactment of the Hepburn amendments of 1906. As a result of the Hepburn Act, the Commission is now definitely clothed with power, not only to declare existing rates unjust or unreasonable, but to prescribe reasonable rates to be followed in the future. The initiative in rate-making still rests with the railways, but ample power for effective control is vested in the Commission.

In the course of the legislative discussion of the Hepburn Act, earnest doubt was expressed as to the constitutionality of such a delegation by Congress of legislative authority to an administrative commission as was involved in the rate section of the Act. In the Maximum Freight Rate Decision the Supreme Court had denied that the original Act to Regulate Commerce had conferred such authority upon the Commission; it did not deny that Congress possessed the right to delegate this

[10] Frank H. Dixon, "The Interstate Commerce Act as Amended in 1906," *Quarterly Journal of Economics*, 1906, 22-51.

rate-making power. On the contrary, the court made the assertion that:

> Congress might itself prescribe the rates, or it might commit to some subordinate tribunal this duty, or it might leave with the companies the right to fix rates, subject to regulation and restrictions, as well as to that rule which is as old as the existence of common carriers, to wit, that rates must be reasonable.

Moreover, it is a general rule of law that, although legislative power cannot be delegated, the law-making body may fix a standard to which rates shall conform and entrust to an administrative body the duty of adjusting rates in conformity with that standard. On the basis of this principle the constitutionality of the Hepburn Act has been judicially upheld, and the authority of the federal government to regulate railway rates through the Interstate Commerce Commission is now established beyond question.

The Doctrine of Judicial Review

Both the states and the national government, then, may regulate railway rates either through direct legislative enactment or through the instrumentality of administrative commissions. But in a series of very important decisions under the Fourteenth Amendment, the United States Supreme Court finally decided that neither legislatures nor commissions have the power to establish conclusive rates for common carriers. Final determination of the reasonableness or the unreasonableness of railway rates is vested in the courts and not in the legislatures. The establishment of the doctrine of judicial review may best be traced through the words and decisions of the courts.

ITS DENIAL

The problem first arose in the Gran
railways not only denied the right of
to regulate railway rates, in which claim,
they were squarely overruled by the Sup
they also protested that the rates prescri
as to deprive them of an adequate retur
invested. They appealed to the courts f
the ground that, even if the legislature
right to fix rates, the courts should exercis
right to determine whether the rates so e
reasonable, in order that the railway com
be deprived of their property without due
The first answer of the Court was in o
railways and in support of the legislati
determine conclusively the rates to be cha
companies. In Munn v. Illinois Chief Ju
for the Court:

> It is insisted, however, that the owner of p
> to a reasonable compensation for its use, even th
> with a public interest, and that what is reaso
> and not a legislative question. As has alread
> practice has been otherwise. In countries wher
> prevails, it has been customary from time im
> legislature to declare what shall be reasona
> under such circumstances, or, perhaps more p
> to fix a maximum beyond which any charge
> unreasonable. . . . The controlling fact i
> late at all. If that exists, the right to establ
> of charge, as one of the means of regulation, is i

This position as to the supremacy of th

[11] 94 U. S. 113.

rate-making was definitely confirmed in another of these early cases in the following words:

> Where property has been clothed with a public interest, the legislature may fix a limit to that which shall in law be reasonable for its use. This limit binds the courts as well as the people. If it has been improperly fixed, the legislature, not the courts, must be appealed to for the change.[12]

ITS EMERGENCE

These two cases, as well as a number of others belonging to this Granger group which involved the validity of railway rates fixed by the legislatures of middle western states, were decided in 1876. By 1885 doubt began to be cast upon the conclusive rate-making power of the states, and the seeds of the doctrine of judicial review began to appear. In the so-called Railroad Commission Cases already referred to, involving an effort by the railways to prevent the enforcement of rates under a Mississippi statute, the Court upheld the validity of the statute and affirmed the right of the state to fix rates, but limitations upon the rate-making power of the states were suggested. Chief Justice Waite declared:

> From what has been said, it is not to be inferred that this power of limitation or regulation is itself without limit. This power to regulate is not a power to destroy, and limitation is not the equivalent of confiscation. Under pretense of regulating fares and freights, the state cannot require a railroad corporation to carry persons or property without reward; neither can it do that which in law amounts to a taking of private property for public use without just compensation, or without due process of law.[13]

12 Peik v. C. & N. W. Ry. Co., 94 U. S. 164.
13 Stone v. Farmers' Loan & Trust Co., 116 U. S. 307.

ITS ESTABLISHMENT

Finally, in the Minnesota Rate Cases,[14] the ori position of the Court was entirely reversed. In Chi Milwaukee & St. Paul Railroad Co. v. Minnesota the trine was definitely established that the reasonablene railway rates fixed by the states is subject to revie the courts. In this case, under a Minnesota statut thorizing a commission to prescribe railway rates Commission reduced the rates for the transportatic milk between certain points from three cents to two a half cents per gallon, and the charges for switching from $1.25 and $1.50 to $1.00 per car. Under the st the rates fixed by the Commission were declared t conclusive. Appeal was brought to the federal cour the ground that the denial of a judicial determinati the reasonableness of these rates was a confiscatic property without due process of law. The Supreme C upheld the claim of the railroad, declaring invalic Minnesota statute in which the rates established b Commission were held to be conclusive. The Court

The question of the reasonableness of a rate of charg transportation by a railroad company, involving, as it doe element of reasonableness, both as regards the company a regards the public, is eminently a question for judicial in gation, requiring due process of law for its determination the company is deprived of the power of charging reaso rates for the use of its property, and such deprivation place in the absence of an investigation by judicial machi it is deprived of the lawful use of its property, and th substance and effect, of the property itself, without due p of law, and in violation of the Constitution of the United S and in so far as it is thus deprived, while other persons ar

[14] C., M. & St. P. Railway Co. v. Minnesota, 134 U. S. 418; M. E. I v. Minnesota, 134 U. S. 467.

mitted to receive reasonable profits upon their invested capital, the company is deprived of the equal protection of the laws.

THE BASIS OF THE DOCTRINE

This decision, then, clearly established the right of judicial review. It apparently shifted the entire burden of rate regulation from the legislatures to the courts, substituting, in this vital matter of public policy, judicial for legislative opinion. In so far as this case appeared to assert the right of the court to enforce its judgment in rate-making in place of the judgment of legislatures or commissions, it has been modified by subsequent decisions. The doctrine of judicial review, as at present applied, merely involves a determination by the court whether the rates fixed by legislatures or commissions are so unreasonable as to amount to confiscation of property rather than to mere regulation of public callings. So interpreted, the doctrine does not involve a usurpation of legislative authority by the courts; it is but the enforcement of such limitations upon legislative authority as are guaranteed by the fundamental law of the land.

The conflict is not between the legislatures and the courts, but rather between the legislatures and the people. In this, as in all forms of judicial censorship of legislation, the courts are upholding the rights of the people by the enforcement of the constitutional guarantees which exist for the protection of the people. In specific cases the courts sometimes render decisions nullifying legislation which are clearly in opposition to the best public welfare; but the mere right to review legislative acts springs from the nature of our constitutional system and not from usurpation by the courts. The real basis of judicial censorship may be stated in the words of the Supreme Court of the United States:

The idea that any legislature, state or f
sively determine for the people and for the
enacts in the form of law, or what it auth
do, is consistent with the fundamental law, is
theory of our institutions. The duty rests u
eral and state, when their jurisdiction is p
see that no right secured by the supreme
impaired or destroyed by legislation. This
of the judiciary distinguishes the American s
systems of government. The perpetuity of
the liberty which is enjoyed under them d
degree, upon the power given the judiciary
void all legislation that is clearly repugnant
of the land.[13]

The Basis of Rate Reasona

Standards of Reasonablen

The right of the courts to review railv
legislatures and commissions necessita
ment by the courts of standards of rea
what basis is the reasonableness of a r
tested? This is the great question in r
which is now agitating the minds of cou
and students of railway economics.

[13] Smyth v. Ames, 169 U. S. 466.

[14] In the discussion which follows concerning th
ableness developed by courts and commissions in th
rates, it should be noted that the construction of
whole is usually under consideration. In the adjustm
or small groups of rates, such questions as the in
carrier's property are generally disregarded. The
it is often used means that rates are reasonable whe
rates rather than that the rates in and of themselv
example, it is quite common in connection with case
Commerce Commission to refer to the reasonablen
specified commodity moving between specified poin
will generally be found that the basis used is comp
on the same or similar traffic. In such cases it w
consider such questions as investment.

The first important answer, which still remains the starting-point of all court and commission decisions on rate reasonableness, was given in the famous case of Smyth v. Ames, decided in 1898. This case involved the validity of railway freight rates prescribed under a Nebraska statute of 1893. An injunction restraining the enforcement of these rates was obtained in the circuit court by the railways and was confirmed by the Supreme Court. Justice Harlan, in delivering the unanimous opinion of the Court, said:

We hold, however, that the basis of all calculation as to the reasonableness of rates to be charged by a corporation maintaining a highway under legislative sanction must be the fair value of the property being used by it for the convenience of the public. And in order to ascertain that value, the original cost of construction, the amount expended in permanent improvements, the amount and market value of its bonds and stock, the present as compared with the original cost of construction, the probable earning capacity of the property under particular rates prescribed by statute, and the sum required to meet operating expenses, are all matters for consideration, and are to be given

The prevailing practice and the grounds upon which this practice is based have been described as follows by H. C. Lust in *The Act to Regulate Commerce and Supplemental Acts:*

As a practical proposition, the proof concerning the unreasonableness of individual rates is often different from that pertaining to an entire system of rates. The investment of the carrier, for instance, in carrying a specified kind of traffic, such as piano traffic, cannot be ascertained; so in such instances the most common method of proof is to compare the rate attacked with rates on similar commodities transported under similar conditions, either by the defendant carrier or by other railroads. Of course, on heavy commodities, such as coal, lumber, and the like, where such traffic constitutes from one-third to two-thirds of the entire freight traffic of the carrier, accountants often endeavor to ascertain the investment of the carriers in such traffic, and the actual cost of the service. If such statistics are accurately ascertained, they are very important in the determination of what is a reasonable rate for such traffic.

[illegible]

[illegible]

The [illegible] proposition laid down in Smyth v. Ames [illegible] that the basis of reasonable rates must be "the fair value of the property being used by it for the convenience of the public," or that "what the company is entitled to ask is a fair return upon the value of that which it employs for the public convenience." It is true that many possible contents are mentioned, but no definite decision is forthcoming from the Court as to the relative merits of these contents, or as to what modifications the underlying considerations for a basis of rate reasonableness.

The decisions of the Court that railways are entitled to a return on a fair value of their property has [illegible] the importance of the reproduction of the valuation of railway property. Such valuations have been made by a number of the states, and a comprehensive appraisal of railway properties throughout the United States is now being made under the supervision of the Interstate Commerce Commission. Many different standards of valuation are possible. The entire technique of railway valuation is now in the process of development, and there is great diversity in the methods accepted by courts, commissions, and students.

MARKET VALUE

The valuation of railway property on the basis of earning capacity, though often urged by railway advocates, is clearly an improper method of determining the fair value upon which railways are entitled to a fair return. The market value of the property which such a valuation would produce must itself be dependent upon the earnings whose reasonableness is in question. To say that railway rates should be reasonable and at the same time to insist that their reasonableness must be tested by the return which they yield on a value dependent upon the income produced by these very rates is clearly to argue in a circle. Such valuation is commercial rather than physical. It would nullify all attempts at rate regulation by absorbing monopoly as well as legitimate profits. For rate-making purposes, in a public service enterprise, earning capacity cannot serve as an adequate or as a desirable basis of valuation. Whitten, in his standard work on the valuation of public service corporations, says:

> Market value has nothing to do with the rate question. . . . It is only set up after the rates are in fact determined. To be sure, the theory is that rates are based on a fair return on the market value of the road under reasonable rates. The impossibility of basing reasonable rates on a market value that is itself determined by reasonable rates is apparent. It is a clear case of reasoning in a circle. We have the evident absurdity of requiring the answer to the problem before we can undertake its solution. The advocates of the market-value theory cannot really mean what they say. Market value is not really a part of the process, but the final result. It includes in many cases a capitalization of certain monopoly profits and the monopoly value thus created is set up as justifying the higher rates which have, in fact, created the monopoly value.[18]

[18] R. H. Whitten, Valuation of Public Service Corporations, 1, § 57.

There are two other standards of valuation, each more reasonable than market value based upon earning capacity, which claim many staunch supporters and are largely applied in practice; namely, *actual cost* and *present value*.

ACTUAL COST

Actual cost, in its proper sense, includes the cost of original construction plus the cost of additions and betterments. It is not equivalent to book value, as has been assumed in a number of commission and judicial decisions, and should not properly include, therefore, such items as "discount on securities issued, exorbitant profits to promoters, cost of replacing worn-out or superseded property, dividends paid out of capital, money sunk in unsuccessful experiments."[19]

Actual cost presents the most natural standard of value for rate-making purposes. A railroad corporation is entitled to a reasonable return on its investment, and the actual cost involved in the creation of the property devoted to the public service is the most direct and the most obvious measure of the investment. In the Western Rate Advance Case of 1911 the Interstate Commerce Commission said:

> Perhaps the nearest approximation to a fair standard is that of bona fide investment—the sacrifice made by the owners of the property—considering as part of the investment any shortage of return that there may be in the early years of the enterprise.[20]

But while actual cost is coming to be recognized by many keen and able students of the problem as the most desirable standard of railway valuation, it has not received very extensive legal approval. The difficulties

[19] Whitten, 1, § 95.
[20] 20 I. C. C. Rep. 307.

involved in the determination of actual cost, because of the unsoundness and inaccuracy of early accounting practices and the lack or inadequacy of historical records, have been the chief obstacles to the acceptance of this standard of valuation. It has been urged, in addition, that such a basis of valuation would impose upon the public the burden of unwise or dishonest investments and deprive the railroads of a just return, appearing in the enhanced value of their properties, for unusual enterprise or exceptional efficiency.

PRESENT VALUE

The present value of railway property, then, is usually taken by courts and commissions as the legal measure of the investment upon which a fair return may be earned. Present value is determined by ascertaining the cost of reproducing the property new, with such deduction for depreciation as will make the value so obtained reflect the present condition of the plant.

This method of valuation, it is claimed, is free from the difficulties and objections which are alleged to stand in the way of the actual cost basis. It is urged that the public is entitled to service at such rates as will yield a fair return on an investment that would be necessary for the provision of this service at the present time, and that the railroads are entitled to a fair return on such an investment as would have to be made at the present time in order to provide this service.

Nevertheless, the present-value basis has been subjected, particularly in recent years, to very sharp attack. For example, Professor Bemis, an expert in railway valuation, has said:

> The "reproduction theory" contemplates an imaginary community in which an imaginary corporation makes imaginary

estimates of the cost of an imaginary railroad. . . .
actual, efficient sacrifice of the investor, as revealed in accoun
and other historical studies, supplemented by engineering ad
as to the adaptability and present condition of the prope
for the purpose intended, will count far more than the estim
of engineers as to what it will cost to buy land that will n
be bought again, to duplicate property that will never have t
duplicated, and to build up a business that will never again l
to be developed.[21]

In spite of keen criticism and respectable opposit
present value, or cost of reproduction less depreciat
is the generally accepted legal standard of rail
valuation.

PROBLEMS IN VALUATION

In the application of this cost-of-reproduction the
many difficult, and for the most part still unsettled, p
lems have arisen. There is, for example, the questio
to how far intangible elements shall be included in
termining the cost of reproduction of an existing pl
Shall any value be attributed to the existence of good-
or to the fact that the enterprise is a going concern? I
ferent answers are given to this question in differ
jurisdictions, and scarcely anywhere is the answer defi
and final. There is the question, too, as to whether all
ance shall be made for the appreciation of railway p
erty, as well as deduction for its depreciation. T
answer to this question is also varied and inconclusive
One of the most important of these problems conce
the valuation of railway lands and rights of way. On
basis of cost of reproduction the railroads should cle

[21] E. W. Bemis, in the Proceedings of the National Association of
way Commissioners, 1913.

be allowed the present value of their lands, and not merely the expenditure involved in their acquisition. But how is present value to be determined? Is it equivalent to the value of adjoining lands, or must it be computed on the basis of what the railways would have to pay for such lands if they were to be acquired for railway purposes at the present time? To estimate the value of rights of way on the basis of the value of adjoining lands is to allow the railways the benefit of the so-called unearned increment, that is, of the appreciation in property values resulting from the general growth of the community. To estimate the value of rights of way on the basis of what would have to be paid for these lands at the present time for railway purposes is to sanction the use of so-called multipliers, because, it is claimed, land for railway purposes has a normal market value of two or three times the market value of the same land for other than railway purposes. The latest and most authoritative answer to this problem, as well as a profitable discussion of the cost-of-reproduction theory as a whole, was given in the famous Minnesota Rate Case of 1913.[22]

THE MINNESOTA RATE CASE

In this case suits were brought by stockholders of the Northern Pacific Railway Company, the Great Northern Railway Company, and the Minneapolis and St. Louis Railroad Company to restrain the enforcement of two orders of the Minnesota Railroad and Warehouse Commission and two acts of the Minnesota legislature, prescribing maximum freight and passenger rates, and to prevent the adoption or maintenance of these rates by the railroad companies.

[22] 230 U. S. 352.

The grounds of complaint were, first, that the acti the legislature and the commission amounted to ar constitutional interference with interstate commerce, second, that the rates established were confiscatory. first of these problems, dealing with the respective r of the states and the national government in railway r lation, will be treated in a later chapter. The second p lem involved the legality of the valuation on the bas which the reasonableness of the rates fixed by the leg ture and the commission was to be determined. I particularly, the principles of land valuation receive careful consideration of the Court. The issue an conclusion may best be stated, somewhat at length, i words of Mr. Justice Hughes, who delivered the op of the Court:

> That question is whether, in determining the fair present of the property of the railroad company as a basis of its ch to the public, it is entitled to a valuation of its right of wa only in excess of the amount invested in it, but also in e of the market value of contiguous and similarly situated erty. For the purpose of making rates, is its land devot the public use to be treated (irrespective of improvements only as increasing in value by reason of the activities and ge prosperity of the community, but as constantly outstrippi this increase all neighboring lands of like character, devot other uses? If rates laid by competent authority, sta national, are otherwise just and reasonable, are they to be to be unconstitutional and void, because they do not per return upon an increment so calculated?
>
> It is clear that in ascertaining the present value we ar limited to the consideration of the amount of the actual in ment. If that has been reckless or improvident, losses m sustained which the community does not underwrite. A company may not be protected in its actual investment, i value of its property be plainly less, so the making of a

return for the use of the property involves the recognition of its fair value, if it be more than the cost. The property is held in private ownership, and it is that property, and not the original cost of it, of which the owner may not be deprived without due process of law. But still it is property employed in a public calling, subject to governmental regulation, and while, under the guise of such regulation, it may not be confiscated, it is equally true that there is attached to its use the condition that charges to the public shall not be unreasonable. And where the inquiry is as to the fair value of the property, in order to determine the reasonableness of the return allowed by the rate-making power, it is not admissible to attribute to the property owned by the carriers a speculative increment of value, over the amount invested in it and beyond the value of similar property owned by others, solely by reason of the fact that it is used in the public service. That would be to disregard the essential conditions of the public use, and to make the public use destructive of the public right.

The increase sought for "railway value" in these cases is an increment over all outlays of the carrier and over the values of similar land in the vicinity. It is an increment which cannot be referred to any known criterion, but must rest on a mere expression of judgment which finds no proper test or standard in the transactions of the business world. It is an increment which, in the last analysis, must rest on an estimate of the value of the railroad use as compared with other business uses; it involves an appreciation of the returns from rates (when rates themselves are in dispute) and a sweeping generalization embracing substantially all the activities of the community. For an allowance of this character there is no warrant.

Assuming that the company is entitled to a reasonable share in the general prosperity of the communities which it serves, and thus to attribute to its property an increase in value, still the increase so allowed, apart from any improvements it may make, cannot properly extend beyond the fair average of the normal market value of land in the vicinity having a similar character.

Otherwise we enter the realm of mere conjecture. We therefore hold that it was error to base estimates of value of the right of way, yards, and terminals upon the so-called "railway use" of the property. The company would certainly have no ground of complaint if it were allowed a value for these lands equal to the fair average market value of similar land in the vicinity, without additions by the use of multipliers, or otherwise, to cover hypothetical outlays. The allowances made below for conjectural cost of acquisition and consequential damages must be disapproved, and, in this view, we also think it was error to add to the amount taken as the present value of the lands the further sums, calculated on that value, which were embraced in the items of "engineering, superintendence, legal expenses," "contingencies," and "interest during construction."

The principles of railway valuation are thus being authoritatively developed by courts and commissions, and satisfactory solutions are gradually being reached for the more difficult outstanding problems. Of all the questions in the field of railway regulation, the theories and methods of valuation are now receiving the widest and most thorough-going attention. The comprehensive physical valuation of the American railway net, which is being conducted at the present time by the Interstate Commerce Commission with the willing co-operation of the railways, will doubtless result in a substantial contribution to the proper treatment of the many railway valuation problems. Through the excellent process of careful investigation, enlightened discussion, and judicial decision a sound legal and economic basis of rate reasonableness will be gradually established.

TEST QUESTIONS

1. On what grounds did the United States Supreme Court uphold the regulation of railways by the states?
2. State briefly the limitation of the Interstate Commerce Commission's authority by the courts.
3. What standard of rate reasonableness was set forth in Justice Harlan's decision in Smyth v. Ames?
4. What effect did this decision have in emphasizing the importance of physical valuation of railways?
5. Why cannot earning capacity be taken as a basis for valuation for rate-making purposes?
6. Discuss briefly actual cost and present value in the determination of reasonable rates.
7. Give the substance of the Supreme Court decision in the Minnesota Rate Case of 1913.

CHAPTER VII

RAILWAY DISCRIMINATION

The Causes of Railway Discrimination

We have seen in an earlier chapter that railway crimination, like general rate-cutting, springs prima from the very nature of the railway business. Now then special or exceptional causes appear. Railway n agers occasionally allow preferential rates as a mean stimulating traffic at a particular juncture in order t able to issue favorable reports for their roads and ther enhance the market value of their securities. It also h pens not infrequently that railway companies are fi cially interested in manufacturing plants or in mi enterprises along their rights of way, and hence find matter of especial advantage to quote unduly favor rates to such concerns as against their competitors. like manner, the existence of interlocking directora whereby railway officers serve at the same time as di tors of industrial enterprises, often results in concessi to special interests.

Primarily, however, discriminatory practices are sorted to because of the compelling desire to increase r way traffic as a means of enlarging railway profits. Ev increase in business results in much more than a pro tionate increase in net returns. There is a powerful st ulus to add to a railway's traffic, and the rivalry for b ness becomes irresistibly keen. In the absence of pu control, therefore, railway managers, imbued prima

with the spirit of private gain, are determined to obtain business at any cost. Discrimination in rates and service is bound to follow. Here, as elsewhere in our analysis, it becomes clear that the economic characteristics of the railway business—the fact that railway expenditures are largely joint and constant, that railway undertakings are subject to increasing returns, that the passion for railway traffic is keen and uncontrollable, that railway competition normally leads to its own destruction—are the underlying sources of the evil. In other words, unregulated railway enterprise inevitably results in discriminatory practices. The railways have voluntarily built up industrial monopolies through special favors as a means of furthering their own ends, and have subsequently been compelled to continue their discriminations because of the pressure which these powerful monopolies have brought to bear upon them. And even in the first instance, industrial concerns have often secured special treatment from the railways by recognizing the railways' peculiar dependence upon large traffic and by playing one road off against another.

These underlying causes of discrimination have often been recognized and stated by railway officials as well as by public authorities. A classical exposition of the circumstances which lead to discrimination may be found in the testimony of a railroad man (Mr. C. M. Wicker of Chicago) before the Cullom Committee of the United States Senate in the investigation of 1886. He said:

> Here is quite a grain point in Iowa, where there are five or six elevators. As a railroad man I would try and hold all these dealers on a level keel, and give them all the same traffic rate. But suppose there was a road five or six miles across the country and all these dealers should begin to drop in on me every day or two and tell me that the road across the country was reaching within a mile or two of our station and drawing to itself all the

grain. You might say that it would be the right and just thing to do to give all the five or six dealers at the station a special rate to meet that competition through the country. But, as a railroad man, I can accomplish the purpose better by picking out one good, smart, live man, and, giving him a concession of three or four cents a hundred, let him go there and scoop the business. I would get the tonnage, and that is what I want. But if I give it to the five it is known in a very short time.

The Interstate Commerce Commission, in its twelfth annual report, gives like recognition to these factors and describes the causes of railway discrimination as follows:

> Generally speaking, he (the railroad manager) feels that he must have the traffic. His road is there and it can be used for nothing else. The property with which he stands charged may be seriously injured without that particular traffic, and he must get it when it is moving. He cannot lie idle for better prices or more prosperous conditions. There is therefore a constant temptation to obtain it at any cost. Now, the rates between two competitive points have been published. The manager of one road finds that business has abandoned his line, and he believes that it is moving by a rival route. He can draw but one inference, and that is, that his competitor has secretly reduced the rate. Under these circumstances, what shall he do? Shall he maintain the published rate and thereby abandon business? But that means disaster to his road, the loss of his reputation as a manager, and ultimately of his employment. What most managers actually do is to get the business by making whatever rate is necessary.[1]

The Nature of Discriminatory Practices

THEIR GENERAL CHARACTERISTICS

Railway discriminations assume innumerable forms and appear in almost every conceivable disguise. They

[1] *Twelfth Annual Report of Interstate Commerce Commission*, 12.

may be characterized in a great variety of ways. They are usually classified as discriminations between commodities or different kinds of traffic, between localities or different sections of the country, and between persons or different shippers. Before the enactment of restrictive legislation, particularly in the years prior to the passage of the Act to Regulate Commerce, railway discriminations, whether between persons, commodities, or localities, were resorted to openly. The growth of hostile legislation has driven most of these practices under cover. This is true, however, only of personal discrimination. Discrimination between commodities and between localities may still be practiced openly; it results from every maladjustment of the freight classification and from every undue disregard of distance in the freight tariff. The published rates, therefore, lawfully adhered to, not infrequently operate to the undue preference or advantage of some and to the undue prejudice or disadvantage of others. Even today, then, railway discriminations are both open and secret.

Moreover, the special privileges sought to be granted through discriminatory practices are made available for the favored shipper, commodity, or locality through direct, easily discovered practices, or through indirect methods, difficult of discovery. This appears, obviously, from the fact that discriminations are granted through differences in the service rendered for the same charge, or through external advantages, as well as through preferential rates. That indirect preferences, exceedingly difficult to uncover and prove, are now chiefly resorted to by railways and shippers, becomes most clear however from an examination of the methods followed in effecting personal discrimination. The early and very crude form of carrying goods for favored shippers free or at reduced rates has for the most part been entirely relinquished.

any undue or unreasonable preference or advantag
any particular person, company, firm, corporation,
locality, or any particular description of traffic," o
subject the same "to any undue or unreasonable pr
dice or disadvantage."[4] The emphasis is clearly u
undue or unreasonable preference or advantage and u
undue or unreasonable prejudice or disadvantage. Ur
these provisions the so-called differentials—when, for
ample, lower rates are established from western po
to Baltimore than to New York, for the purpose
allowing Baltimore some share of the import and ex
trade of the country—have been properly upheld;
in like manner, the railway practice of granting lo
rates on imported goods or on goods intended for ex
than on purely domestic shipments may be deemed
ful. Large questions of policy inevitably arise in
differentiation between just and unjust discriminat
and sharp conflicts have resulted from the interpr
tion by judicial tribunals of these legislative provis
as applied by administrative commissions; but that
differentiation is both necessary and proper appear
be established beyond question. The problem of
venting unjust discrimination, then, particularly as
tween different commodities or categories of traffic
as between different localities or sections of the coun
presents one of the most complex and most difficult t
in railway regulation.

The Forms of Railway Discrimination

THEIR INTERDEPENDENCE

Railway discriminations, we have seen, are usu
classified as discriminations between commodities,

[4] *Ibid.*, sec. 3.

tween localities, and between persons. In the end all discriminations are personal: they operate to the advantage or prejudice of particular shippers or consignees. In the case of discriminations between commodities or between localities, however, the basis of the preference consists in the shipper's offering a particular class of goods for transportation or in the fact that the shipment originates in or is destined for a particular place. All shippers of the given class of commodities and all persons offering goods to or from the given place are afforded equal treatment. In the case of personal discrimination, on the other hand, the identity of the particular shipper is the basis of the preference. A favored shipper, then, may receive his undue preference or advantage because he is shipping goods of a special class; because he is shipping goods to or from a special place; or because he, rather than one of his competitors, happens to be the consignor of the shipment.

DISCRIMINATION BETWEEN COMMODITIES

Discrimination between commodities manifests itself primarily in the classification of freight.[5] Special service regulations are also made, applicable only to particular classes of traffic. Whether a given classification or regulation is just and proper depends upon the reasonableness of the adjustment in that particular case. The principles upon which such proper adjustment must be based have been discussed in some detail in an earlier chapter.[6] Value of service, measured roughly by the

[5] "All classification is discrimination. It is the segregation of things, which, from the special viewpoint of the classifier, are different, and the grouping of things, which, from his viewpoint, are similar."—S. O. Dunn, *The American Transportation Question*, 47.

[6] This subject is treated in exhaustive detail in the more technical

relative values of different commodities, is the co
ling factor in classification, though cost of serv
given serious consideration by both railways and
missions. A few illustrations, in this place, will
more concrete the nature of these discriminations.

The Interstate Commerce Commission has been
upon to adjust relative rates between competitiv
non-competitive commodities. In the case of compe
commodities, there is the problem of classifying a
offered for transportation in different stages of
facture, their relative rates being an important
in determining the place where the later stages of
facture shall be carried on, and the allied probl
classifying articles which may be used as possibl
stitutes for each other, their relative rates bei
important factor in determining which one shall p

With regard to competitive commodities in dif
stages of manufacture, the Commission ordered th
rate on unfinished bed-room sets should be 85 pe
of the rate on the finished articles.[7] On the same
ciple, the Commission condemned the practice of
fying hatters' furs and fur scraps as double first
while fur hats, the finished product, were designat
first class.[8] In like manner, the Commission allo
differential of 3 cents per 100 pounds on the trans
tion of corn meal as compared with corn from the
souri river to points in Texas,[9] and a different

volumes on classifications and rates which constitute the chief part
course in Interstate Commerce and Railway Traffic.

[7] Potter Mfg. Co. v. C. & G. T. Ry. Co. et al., 5 I. C. C. Rep.
I. C. R. 223.

[8] Myer v. C. C. C. & St. L. Ry. Co. et al., 9 I. C. C. Rep. 78.

[9] 11 I. C. C. Rep. 220.

5 cents on the transportation of these commodities from the Missouri river to the Pacific coast.[10]

The best example of the adjustment of rates between competitive commodities which may be used as possible substitutes for each other is to be found in the decision of the Commission as to the relative rates which should prevail on Pearline and common soap.[11] The question was as to the rates on these two commodities between New York and Atlanta. Pearline appeared in class four of the Southern Classification, with a rate of 73 cents per 100 pounds; common soap appeared in class six, which would normally have given it a rate of 49 cents, but received a special rate of 33 cents per 100 pounds because of the existence of water competition between New York and Atlanta. It was shown that Pearline could be used as a substitute for common soap and was in direct competition with it; that Pearline was about twice as valuable as the soap and the risk of carrying it a little greater; and that the water competition at Savannah, which reduced the rate on soap to Atlanta, was not applicable to Pearline because it could not move by water on account of its susceptibility to dampness. The Commission decided that there was undue discrimination against Pearline and ordered that it be placed in class five, with a rate of 60 cents per 100 pounds. This rate was still almost twice the rate on common soap. The Commission based its decision largely on the value-of-service principle.[12]

10 11 I. C. C. Rep. 212.

11 James Pyle & Sons v. E. T. V. & G. R. R. Co., 1 I. C. C. Rep. 465.

12 "The decision seems to rest chiefly on the difference in the value of the two commodities, though it should be noticed that two other considerations furnish a partial explanation, viz. the risks (i. e. the cost) of transportation and, in the case of the special Atlanta rate, the existence of water

In the case of non-competitive commodities, too, tive values have served as the primary criterio distinguishing between just and unjust discrimin Thus, for example, the Commission held it unjus unreasonable to put raisins in a higher class than fruits, on the ground that the market value of r was uniformly lower than that of dried fruits;[13] in like manner, it ordered celery to be given the classification and rates as were given to such veget as cauliflower, asparagus, and lettuce, on the groun its production had greatly increased and its m value had fallen since the original classification wa into effect, and that "it certainly is no more a luxury than some of the vegetables which have a class."[14]

The effective prevention of discrimination be commodities, then, depends upon the existence of a prehensive system of regulation, with adequate making powers in the regulating body.

LOCAL DISCRIMINATION

Any departure from the distance principle in making, due allowance being made for the constant acter of terminal expenses, involves discrimination unreasonable departure from the distance principle stitutes unjust or unlawful local discrimination. principles which determine the reasonableness of tive rates have been discussed in detail in an e chapter devoted to a consideration of the theori

competition."—M. B. Hammond, *Railway Rate Theories of the In Commerce Commission*, 29.

13 Martin v. S. P. Co. et al., 2 I. C. C. Rep. 1; 2 I. C. R. 1.

14 Tecumseh Celery Co. v. C. J. & M. Ry. Co., et al., 5 I. C. C. Re 4 I. C. R. 318.

rate-making and rate-making practice. It appeared that the existence of competition was the primary factor in bringing about a disregard of distance by American railways.

The relation of rates to each other is of much greater importance both to the shipper and to the general public than the absolute level of rates. The location of industries and the prosperity of communities are directly dependent upon the adjustment of railway rates as between different commercial centers and sections of the country. Most disputes, therefore, which come before our state and national commissions involve the question of local discrimination. A just settlement of these disputes necessitates a proper appreciation of the significance and the complexities of railway and commercial competition, of competition of routes and competition of markets. This task presents one of the most difficult problems in the whole range of railway economics and goes to the very root of railway regulation. To a larger extent even than in the case of discrimination between commodities or different classes of traffic, the effective elimination of local discrimination can be hoped for only through a comprehensive system of regulation, with large rate-making powers vested in a regulating body composed of expert and far-sighted men.

THE BASIS AND EXTENT OF LOCAL DISCRIMINATION

The nature of this task will appear more clearly from a consideration of the motives which lead to local discrimination and of the extent to which it prevails. These motives may best be presented through a concrete illustration; and the classical illustration of the philosophy

of local discrimination is to be found
ley's standard discussion.[15]

On the coast of Delaware, a few years
which we shall call X, well suited for oyst
sent very few oysters to market, because t
so high as to leave no margin of profit. T
represented to the railroad that if the rat
to one dollar per hundred pounds, the b
profitable and the railroad could be sure
at that price. The railroad men looked i
found that the price of oysters in the Ph
such that the local oystermen could pay o
pounds to the railroad and still have a f
road tried to charge more, it would so cu
leave men no inducement to enter the bu
oysters would bear a rate of one dollar per
Further, the railroad men found that if
day a carload, or nearly a carload, at th
than cover the expense of hauling an ex
back and forth every day, with the inciden
and repairs. So they put the car on, an
find that the local oyster-growers could
enough to fill the car about half full. T
of running it half full was almost as gr
the income was reduced one half. They
raising the rates, for these were as high as
They could not increase their business m
The difficulty was not with the price
capacity of the local business. It seemed
must be abandoned.

One possibility suggested itself. At so
the terminus of this railroad, was anothe
Y, which sent its oysters to market by anot
at Y was very much greater than at X.

[15] A. T. Hadley, *Railroad Transportation*, 11

paying a dollar a hundred to send their oysters to market. It would hardly cost twenty-five cents to send them from Y to X. If, then, the railroad from X to Philadelphia charged but seventy-five cents a hundred on oysters which came from Y, it could easily fill its car full. This was what they did. They then had half a carload of oysters grown at X, on which they charged a dollar, and half a carload from Y, on which they charged seventy-five cents for exactly the same service.

Of course there was a grand outcry at X. Their trade was discriminated against in the worst possible way—so they said—and they complained to the railroad. But the railroad men fell back on the logic of facts. The points were as follows: 1. A whole carload at seventy-five cents would not pay expenses of handling and moving. 2. At higher rates than seventy-five cents they could not get a whole carload, but only half a carload; and half a carload at a dollar rate (the highest charge the article would bear) would not pay expenses. Therefore, 3. On *any* uniform rate for everybody the road must lose money, and, 4. They would either be compelled to take the oyster car away altogether, or else get what they could at a dollar, and fill up at seventy-five cents. There was no escape from this reasoning; and the oystermen of X chose to pay the higher rate rather than lose the service altogether.

President Hadley's discussion indicates the nature of the justification which may be offered for local discrimination. In essence it consists of the fact that it may be advantageous, rather than prejudicial, for the locality apparently discriminated against to have a lower rate allowed to the more distant point because of the existence at that point of railway or market competition. The contribution to fixed charges or constant expenditures which may be derived from the seemingly favored traffic diminishes rather than increases the burden to be borne by the local non-competitive traffic.

There is, however, a real danger to be guarded against.

Distance should be disregarded in the adjustment o rates only if the given traffic cannot be secured withou the disregard of distance. Moreover, only such traffi as is reasonably tributary to a given road should b striven for through the instrumentality of rate adjust ment. Otherwise serious economic waste would be th natural result, the gains of a particular railway bein obtained at the expense of the community's welfare The sole limitation upon roundabout or circuitous rout ing would be the extra or out-of-pocket cost of renderin the specific service. Furthermore, the discriminatio even when legitimate, must be reasonable. The rate a the more distant point must not be excessively low; th rate at the nearer point must not be excessively high These problems can be solved successfully only by mean of effective regulating machinery, so employed as t render full justice to the railways as well as affor adequate protection to the public.

In the trunk-line rate system, which controls the larg traffic between the Atlantic seaboard and the middl west, a distance tariff largely prevails and there is conspicuous freedom from local discrimination. In th southern basing-point system and in the transcontinenta rate structure, the distance principle is generally disre garded and local discrimination is the most frequent an the most fundamental grievance in rate disputes. Eve here, however, it is to be noted that the rate adjust ments are the result of long historical development an in large measure, of natural geographical condition Changes must be introduced slowly and cautiously. Onl through the combined wisdom, honesty, and restraint o the railways and our public servants, state and nationa can permanent improvement in the situation be assure without consequent impairment of well-established in

dustrial conditions. The success with which rates are adjusted with reference to each other in the future will constitute the supreme test of our American system of railway regulation.[16]

PERSONAL DISCRIMINATION

In the case of personal discrimination, few if any of the economic justifications may be urged which underlie local discrimination and discrimination between commodities. The complexities of railway-rate adjustments present genuine and sometimes insurmountable difficulties in distinguishing between reasonable and unreasonable preferences for particular places or categories of traffic. But practically all discriminations between persons are unjust. They are especially objectionable because they have been used to build up unlawful monopolies in the industrial field and because they run counter to the American spirit of fair play. Moreover, in the present state of our law, they are granted and secured through secret means; and the expedients resorted to, in their modern forms, are so subtle and indirect as to make detection difficult and expensive, if not impossible.

Discrimination between persons may appear both in the passenger and in the freight service of the railways. In the passenger traffic relatively little difficulty has arisen, especially in recent years. Formerly the liberal dispensation of free passes to legislators, judges, and other public officers was an evil of great magnitude and importance, but drastic legislation by the states and the federal government has apparently proved entirely

16 Limitation of space precludes an analysis here of specific cases involving local discrimination. An excellent discussion of the problem, with a wealth of concrete detail, will be found in Ripley, *Railroads: Rates and Regulation*, chap. VII.

effective in abolishing this method of corruption.[17] The free-pass evil is now looked upon as a thing of the past, and rebates in passenger rates, though occasionally paid contrary to law, are exceedingly rare.

In connection with the freight traffic numerous forms of personal discrimination are to be found. The original practice, as already indicated, was to carry goods for the favored shipper free or at reduced rates; but this crude method has long ago been replaced by the practice of nominally charging the shipper the regular or published rate and effecting the discrimination through one expedient or another.

False billing, for example, was, and still is to no small extent, a favorite device. The shipper is charged the full rate for the shipment as described in the bill of lading; but this description may be intentionally false. A short weight may be stated; or a smaller number of packages may be named than are actually contained in the consignment; or the goods may be wrongly classified—often referred to as under-classification—so as to receive the benefit of a lower rate; or they may be billed as for export, when in fact they are intended for domestic consumption; or they may be billed as imported goods, when in fact they have been produced in this country; or they may be consigned as a through shipment, when in fact they are destined for a local non-competitive point. Somewhat allied to the practice of false billing (which is often resorted to without the knowledge or consent of the railway), is the device employed by traffic managers of charging some shippers according to the net, and others according to the gross, weight of their

17 In a majority of these cases the carriers welcomed the legislation because it relieved them of the expense involved in carrying free a great number of persons.

shipments, and the expedient of quoting different rates for the same commodity packed in slightly different ways. Thus, for example, the Standard Oil Company, shipping in tank cars, was charged at one time only for the oil, while its competitors, shipping in barrels, were charged for transportation of both the oil and the barrels. This discrimination appeared all the more unjust because the Standard Oil Company's competitors were compelled to ship their oil in barrels, since there was an agreement between the Standard Oil Company and certain railways whereby the railways refused to supply tank cars to these competitors.

By far the most common expedient for effectually granting preferential rates to favored shippers is the much-condemned practice of rebating. A rebate in its original form consisted in the repayment to the shipper of part of the rate paid by him. Here, however, as in other cases, the general tendency has been to conceal the process as much as possible. Few railway rebates are now granted in this bare form; they are usually so disguised as to prevent easy detection. A few illustrations may be given of this modern form of rebating.

The payment of rentals for the use of private cars offers one class of opportunities for rebating. A shipper who uses his own car is charged the full rate for the transportation of his freight and is allowed a daily rental for his car as long as it is being used by the railway. If the rental chances to be a high one—beyond the actual value of the use of the car—a rebate is in effect given to the shipper. This form of abuse has been amazingly common, such large rentals being paid that in some cases they have amounted in the short period of two years to a sum sufficient to pay the original cost of the car, interest on the investment, and the expense of maintenance.

Rebating is accomplished also through the exped of the industrial line. If it is desired to give concess to a shipper whose plant is located slightly off the of the railway yet connected with it by a short spu side-track, the shipper organizes a special corporatio a railway company to own and operate the spur. The forth a shipment from the factory or plant nomin passes over the lines of two companies—the ne organized line and the regular railway. Accordin when the charge for transportation is collected becomes necessary for the two companies to divid between them, and the method of apportionment is usu such as to give the industrial line much more than its share of the whole. The full rate, then, appears t collected, but a rebate is allowed under the guise payment to the industrial line. Similar in characte this form of discrimination through the instrument of industrial lines is the device whereby a rail sometimes permits a favored shipper to perform s service, such as loading, in connection with the carr of his goods, and thereupon allows as compensation his labor a sum entirely out of proportion to the v of his service.

Even more pernicious than these forms of discrim tion and less easy to discover are the rebates effe through the machinery of the claim department. shipper is charged the published rate; but as soon as carriage of his freight is completed, he files a false c for fictitious injury to or loss of his goods, or an cessive claim for actual injury or loss. In accord with a tacit agreement between the railway and shipper, these claims are promptly paid. This pra clearly results in offensive rebating, though the paym

appear on the books of the railway company as legitimate items of expense.

The practices described in the preceding paragraphs, resulting for the most part in preferential rates, are perhaps the most serious forms of personal discrimination, but there are many preferences in the service rendered to different shippers, which likewise merit unquestioned condemnation.

A source of perennial complaint is found in the conduct of railways in the distribution of their cars. It is their acknowledged duty to supply all shippers with as many cars as they require, so far as their facilities will allow. If the supply of cars is inadequate, it is the duty of the railways to distribute them fairly among the several shippers in reasonable proportion to their respective needs. In practice, however, it is found that the railways not infrequently discriminate extensively in the distribution of cars. The big shipper can often secure all the cars he needs when the little shipper clamors for them in vain. In the matter of speedy transportation and prompt delivery similar distinctions are often made.

Certain special privileges are also granted to the favored shipper which are ordinarily denied by the railways. The right of milling in transit is an excellent example of such special privileges. If wheat is to be shipped from one point to a second, there to be converted into flour, and subsequently to be sent on to a third point, some shippers and millers are required to pay the local rate on wheat between the first two points and the local rate on flour between the second and third, while for the specially favored persons the two shipments are treated substantially as one, with the privilege of milling in transit, at a rate but slightly higher than the through rate on wheat. These favored individuals are thereby

given a decided advantage over those to whom the privilege is denied. A similar privilege is occasionally enjoyed by a shipper who consigns a car of freight at the carload rate, but is allowed to unload part of the goods at various points, while his competitors, if they desire to be granted the same privilege, are compelled to pay the less-than-carload rate on each separate consignment in the car.

The great variety of discriminatory practices and the subtlety and refinement of their forms are equally impressive. It is doubtless true, however, that the extent of these discriminatory practices has very markedly declined in recent years. In part this result has come through the voluntary recognition by the railways of the injurious effects of discrimination, to themselves as well as to the public; but in the main the notable decrease in the amount of discrimination has been secured through the enactment and enforcement of stringent legislation. It is necessary, here, to examine briefly the character and development of this legislation.

The Law Against Discrimination

GENERAL PROHIBITIONS

From the beginnings of regulation, discriminatory practices have been declared unlawful in both state and federal legislation. The chief grievance at the time of the Granger movement was the extortionate character of railway rates, but the prohibition of discrimination was an essential part of the state legislation to which the movement led. And since the most important immediate factor in the enactment of the Act to Regulate Commerce in 1887 was the wide prevalence of discriminatory practices, the prohibitions against discrimination were the cardinal features of the statute as originally passed.

In the Act to Regulate Commerce an attempt is made to prevent discrimination in any form. It is provided that if any common carrier shall, directly or indirectly, by any special rate, rebate, drawback, or other device, charge, demand, collect, or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property, than it charges, demands, collects, or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is prohibited and declared to be unlawful.[18] Furthermore, discrimination between goods and between places as well as personal discrimination is prohibited in general terms. It is declared to be unlawful for any common carrier to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.[19]

One of the important purposes for which the Interstate Commerce Commission was created was to provide administrative machinery for the enforcement of these provisions. Heavy fines, as well as imprisonment,[20] are

18 Act to Regulate Commerce, as amended, sec. 2.

19 *Ibid.*, sec. 3.

20 The penalty of imprisonment was established in 1889; it was removed by the Elkins Act of 1903; and it was re-established by the Hepburn Act of 1906.

imposed for violations of these prohibitions agains
criminatory practices. Shippers accepting rebates a
as railways granting them are guilty of unlawful con
and both the railway corporation and its officers
agents are subject to the penalties for violation c
provisions against discrimination.[21] Moreover, the
visions of the Act enjoining upon the carriers due
licity in rate-making and granting to the Commi
general powers of investigation and supervisory au
ity over accounting practices were enacted and are
ized by the Interstate Commerce Commission, to a
large extent, as a means of enforcing more effectivel
provisions against discrimination.

THE LONG-AND-SHORT-HAUL CLAUSE

One special form of local discrimination is speci
prohibited in most state laws and constitutes a
portant feature of the Act to Regulate Commerce.
famous fourth section of the Act, as enacted in
declared it to be unlawful for the railways "to char
receive any greater compensation in the aggregat
the transportation of passengers or of like kind of
erty, under substantially similar circumstances and
ditions, for a shorter than for a longer distance
the same line, in the same direction, the shorter
included within the longer distance." From the
beginning[22] the Commission interpreted this clau
justifying a departure from the long-and-short
principle only when water competition or compe
between railways not subject to the Act existed a

21 Elkins Act, sec. 1.
22 Louisville and Nashville Case, 1 I. C. C. Rep. 31.

more distant point.[23] In other words, the mere existence of railway competition at the more distant point did not, in the opinion of the Commission, constitute such dissimilarity of circumstances and conditions as to remove a given case from the prohibition of the fourth section. This interpretation was uniformly applied for a period of ten years, but it was concurred in by the railways only under vigorous protest.

ITS NULLIFICATION

In 1897 the Supreme Court of the United States, by its decision in the Alabama Midland Case,[24] overruled the Commission's interpretation of the fourth section and effectually nullified the application of the long-and-short-haul principle in the adjustment of railway rates.

The case was first decided by the Interstate Commerce Commission in 1893. The facts, briefly, were as follows: Troy, Alabama, is situated 52 miles east of Montgomery, on the Alabama Midland Railroad. The rates on the Alabama Midland Railroad from all points in the east and northeast were higher to Troy than to Montgomery, although traffic passed through Troy on its way to Montgomery, and the rates from Troy to eastern points were higher than the rates from Montgomery, although traffic from Montgomery passed through Troy on its way to the eastern seaports. The carrier justified the lower rates at Montgomery because of the existence at that point of several lines of railway competing for all kinds of traffic. Railway competition at Montgomery, largely absent at Troy, constituted such a dissimilarity of circumstances

[23] Certain "rare and peculiar" cases were also excepted by the Commission. Compare the *First Annual Report of the Interstate Commerce Commission.*

[24] Interstate Commerce Commission v. A. M. Ry. Co. et al., 168 U. S. 144.

and conditions at Montgomery and at Troy, it was
as to justify a departure from the prohibition
long-and-short-haul clause. The Commission, in a
ance with its previous decisions, refused to rec
that the existence of competition between railway
ject to the Act to Regulate Commerce created the
sary dissimilarity of circumstances and conditions
Supreme Court set aside the ruling of the Comm
and held that the higher rate at Troy did not con
a violation of the fourth section.

The interpretation of the Supreme Court amoun
a repeal or nullification of the long-and-short-haul
ciple because it authorized the railways, without
consent of the Commission, to charge a higher ra
the shorter than for the longer distance in prac
all cases in which the practice would be of any
from the standpoint of the railways, regardless
public welfare. The Interstate Commerce Comm
in its annual report for 1897, distinguished clea
tween its own view and the view of the court. In
cism of the Alabama Midland decision, the Comm
said:

> The most superficial examination of the questions i
> showed that as a matter of fact there was a broad di
> between different kinds of competition as related to this q
> The water carrier did not stand like the carrier by rai
> highway over which he operated cost him nothing. His
> were comparatively inexpensive and could readily be tran
> from place to place. The cost of carriage was ordinaril
> less. Above all, he was not subject to the provisions of t
> He was compelled to publish no rate, to respect no sched
> was free to go into the market and to take whatever tra
> tion he could obtain at whatever figure he chose. Ma
> there was no similarity between competition with this

and competition with a railway subject to the provisions of the Act to Regulate Commerce. The same thing was true to a limited extent with railroads in foreign countries. The Canadian Pacific Railway could make any rate it chose from the Atlantic to the Pacific, could vary that rate at pleasure, and could fix its terminal rate without any reference to intermediate points. So also could a railroad situated wholly within a state, as to the traffic within that state.

ITS REHABILITATION

Between 1897 and 1910 the railways were virtually free to disregard the long-and-short-haul principle at will. The Commission was without adequate authority to enforce the fourth section of the Act. The agitation for the amendment of the long-and-short-haul clause, which began to take shape immediately after the Alabama Midland decision was rendered, finally bore fruit in the Mann-Elkins Act of 1910. One of the most important features of that legislation was the rehabilitation of the fourth section. The phrase "under substantially similar circumstances and conditions" was entirely stricken from the section. As a result, the railways are now forbidden to charge a higher rate for the shorter than for the longer haul under any conditions, without the prior consent of the Commission. Under this rehabilitated long-and-short-haul clause the Commission is engaged in effecting a readjustment of the southern and transcontinental rate structures in which disputes as to local discrimination have most frequently arisen.

Pooling and Discrimination

In conclusion it is necessary to recognize that the law against discrimination would gain in effectiveness through the repeal of the anti-pooling section of the Act

to Regulate Commerce. The policy of prohibiting pooling absolutely, even with the consent or under the supervision of the Commission, is inconsistent with and runs counter to the policy of eliminating discriminatory practices. Preferential treatment of favored shippers arises primarily through the exigencies of keen competition. The most effective check upon personal discrimination lies in the legal recognition of co-operative effort. With the large powers of regulation now vested in the Interstate Commerce Commission and in most of the state commissions, the legalization of pooling, under government control, would involve little danger of abuse and great possibilities of relief alike to the railways and to the public. The demand for the repeal of section five of the Act is both general and insistent. Only the deep-seated distrust of monopoly and of all arrangements that may lead to monopoly, which is characteristic of the American mind, has stood in the way of translating this demand into legislative action.

The crisis in transportation facilities which began about 1915 and has not yet ended, brought home very forcibly the need for a much more effective utilization of the carriers' facilities. The result was the inclusion within the Transportation Act of 1920 of a provision which permitted the carriers, under the supervision of the Interstate Commerce Commission, to pool their equipment and even to arrange for consolidation of lines. Such a reversal of our national policy shows very clearly that the need for unity of effort was very great and that the public had experienced very sharply the difficulties attendant upon enforced disunion. The advantages of the fast freight lines, which were in effect pooling arrangements between the constituent parts of a thru route, have now been extended to all kinds of freight service.

TEST QUESTIONS

1. What is the fundamental cause of railway discrimination?

2. What is the distinction between just and unjust discrimination?

3. Discuss briefly discrimination between commodities.

4. Why is the problem of local discrimination so difficult of solution in many cases?

5. Why is personal discrimination generally without justification?

6. Mention some of the more common forms of personal discrimination?

7. What provisions against discrimination are made in the Act to Regulate Commerce?

8. Trace briefly the development of the long-and-short-haul clause.

9. Why would a repeal of the anti-pooling section of the Act tend to eliminate discrimination?

RAILWAY REGULATION

ONE OF A SERIES OF TREATISES IN AN INTERSTATE COMMERCE AND RAILWAY TRAFFIC COURSE

I. LEO SHARFMAN, A.B., LL.B.
Professor of Political Economy, University of Michigan
Sometime Chief Investigator, Department on Regulation of Interstate and Municipal Utilities, The National Civic Federation

PART 2

RAILWAY COMPETITION
THEORY AND PRACTICE OF RATE-MAKING

La Salle Extension University
Chicago

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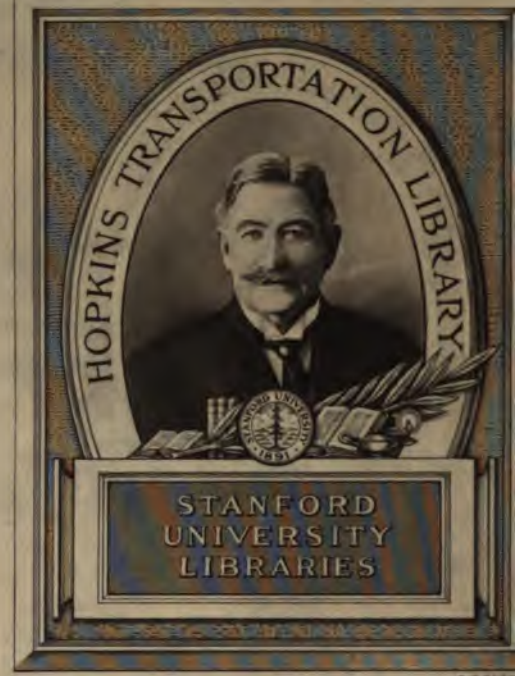

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RAILWAY REGULATION

AN ANALYSIS OF THE UNDERLYING PROBLEMS IN RAILWAY ECONOMICS FROM THE STANDPOINT OF GOVERNMENT REGULATION

I. LEO SHARFMAN, A.B., LL.B.
Professor of Political Economy, University of Michigan
Sometime Chief Investigator, Department on Regulation of Interstate and Municipal Utilities, The National Civic Federation

PART 2

La Salle Extension University
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1922

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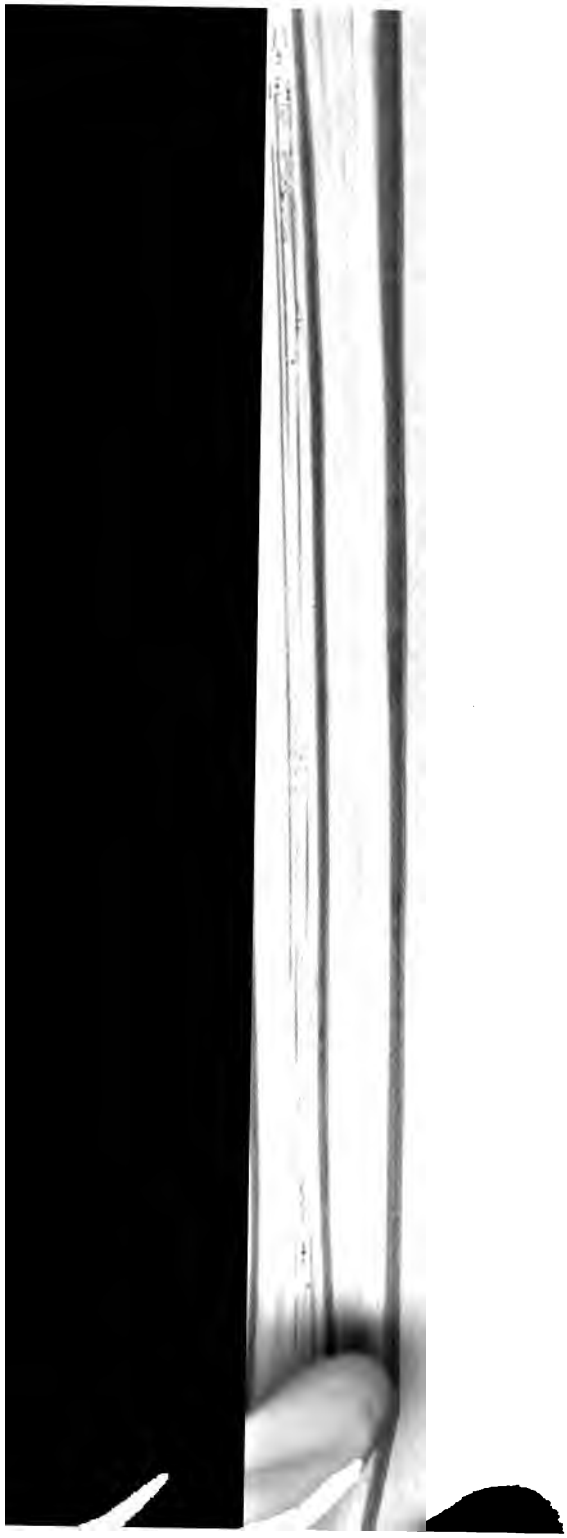

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CHAPTER IV

RAILWAY COMPETITION

The Nature of Railway Competition

RAILWAY COMPETITION AND ITS EFFECTS

We have seen in an earlier chapter that the railway business may be said to be naturally monopolistic. In local traffic[1] the railways often possess an absolute monopoly, the shipper being dependent for his service upon a single line of railway. But even in competitive traffic the railways tend to be operated under monopolistic conditions because of the peculiar nature of railway competition.

The abnormal, ruinous, self-destructive character of railway competition rests upon the economic characteristics of the railway business. From one-half to three-quarters of railway expenditures are both joint and constant, thus making it practically impossible to ascertain the exact cost of a specific service and creating an abnormal rivalry for railroad traffic. Destructive rate wars and ruinous as well as unjust discriminatory practices are the inevitable results. Because of the specialized character of railway property abandonment of the field is impossible; even insolvency, therefore, only brings a reorganization under which the weaker rival is absorbed

[1] The term "local traffic" as here used signifies traffic at a point served by only one railroad.

by the stronger one. In most cases there is an irr
stimulus to resort to some form of co-operatio
the almost certain outcome of active rivalry dri
peting railways to merge their interests.

Effective competition, then, in the sense in
appears in ordinary industrial enterprise (and
it is said to be "the life of trade"), cannot be
exist in railway transportation as an automatic sa
of public welfare. Indeed, it tends to produce ev
grave and more injurious to the public interest th
which it is relied upon to eliminate.

COMPETITION IN TRADE AND IN TRANSPORTATION CO

The true nature of railway competition eme
more clearly when it is compared concretely w
petition in trade. The following analysis by P
Hadley, of Yale University, presents such a
application of the principles under discussion:

There is a marked difference of principle between r
competition and the competition of railroads. In th
case its action is prompt and healthful, and does r
extremes. If Grocer A sells goods below cost, Groce
not follow him, but simply stop selling for the time.
This involves no great present loss to B; when his rece
most of his expenses stop also. (2) It does involve a pr
to A; if he is selling below cost, he loses more money
business he does. (3) It cannot continue indefinitely.
turns to paying prices, B can again compete. If A con
do business at a loss, he will become bankrupt, and B wil
field clear again. But if railroad A reduces charges
petitive business, railroad B must follow. (1) It i
great present loss to stop. If a railroad's business s
almost nothing, a large part of its expenses run on
same. Interest charges accumulate; office expenses c

suddenly contracted; repairs do not stop when traffic shrinks, for they are rendered necessary by weather as well as by wear. (2) If B abandons the business, A's reduction of rates will prove no loss. The expense of a large business is proportionately less than that of a small one. A rate which was below cost on 100,000 tons may be a paying one on 200,000. (3) Profitable or not, A's competition may be kept up indefinitely. The property may go into bankruptcy, but the railroad stays where it is. It only becomes a more reckless and irresponsible competitor. The competition of different stores finds a natural limit: it brings rates down near to cost of service and then stops. The competition of railroads finds no such natural limit. Wherever there is a large permanent investment, and large fixed charges, competition brings rates down below cost of service. The competitive business gives no money to pay repairs or interest. Sometimes the money to pay for these things comes out of the pockets of other customers who do not enjoy the benefit of the competition and are charged much higher rates. Then we have the worst forms of discrimination. Sometimes the money cannot be obtained from any customers at all. Then we have bankruptcy, ruin to the investor, and—when these things happen on a large scale—a commercial crisis.[2]

The Forms of Railway Competition

VARIETIES OF COMPETITION IN TRANSPORTATION

Railway competition, or rather competition in transportation, assumes many forms. There is competition between parallel railway lines; between railways and river, canal, or ocean carriers; between railways serving the shipper and consumer by the shortest or most direct route and railways or other carriers serving the shipper and consumer by indirect, circuitous, or roundabout routes; between service or facilities furnished by differ-

[2] A. T. Hadley, *Railroad Transportation*, 73-74.

ent railways or other carriers; between different cities seeking to establish their superiority as commercial or industrial centers with respect to one another;[3] between different producing centers in this country and abroad seeking to reach the same markets for the distribution of their products. The most important of these forms of competition are competition of routes, including direct rivalry between parallel lines, and competition of markets.

Market or commercial competition involves primarily rivalry between producers and not between transportation agencies. In the words of the Industrial Commission:

> It represents the attempt of rival producers, or of rival jobbers and distributing agents of different sections, to extend their influence throughout a consuming territory. The backbone of the railroad adjustment throughout the United States lies in the rivalry between the Atlantic or eastern trade centers and the western cities for the remunerative trade of the southern states. The Texas market is competed for by all the distributive centers between Kansas City and Boston. The fruit-growers of California and of Florida are respectively competing for markets throughout the United States, and particularly in the northeast. Such competition recognizes no national bounds. Copper from Montana must be transported at rates which will permit of meeting the price on Chile bars in the Liverpool market. Our entire grain and cotton crops must be transported at rates which will enable them to hold their precedence in Europe. The cotton-mills in New England and in the South must have their output carried to China under conditions which will enable them to meet the price made by the British manufacturer.[4]

[3] A witness before the Industrial Commission thus tersely described the competition of cities: "It is a continual struggle between the line from Kansas City to St. Louis with no interest in Chicago, and the line from Kansas City to Chicago with no interest in St. Louis."—*Report of Industrial Commission,* Vol. 19, p. 357.

[4] *Ibid.*

COMPETITION OF MARKETS AND COMPETITION OF ROUTES

The existence of market competition is a fundamental factor in the adjustment of the American rate structure. The recognition of its importance underlies the general disregard of distance which characterizes our railway rates, and it is the basis of the thousands of special or commodity tariffs under which about three-fourths of our railway traffic is carried. The influence of market or commercial competition is both vital and permanent in the administration of railway enterprise. But it is the attempt of the public to establish permanent competition between transportation agencies, as it appears in the indirect rivalry of competing routes and especially in the direct competition of parallel lines, which presents the chief problem in railway competition from the standpoint of railway regulation. It is with this aspect of competition, and the attitude of the state toward it, that we are here chiefly concerned, for such maintenance of competition by the government runs counter to the natural tendency to co-operation by the railways.[5]

Railway Co-operation and Consolidation

AGREEMENTS TO MAINTAIN RATES

We have seen that railway competition leads to unrestrained rivalry, harmful alike to the railroads and to the public. To safeguard themselves against the evils of abnormal competitive conditions, the railways have resorted to various methods of co-operation. The first

[5] The practical importance of the various forms of competition in the development of the rate structures in this country is well explained in the treatises on Freight Rates, Official, Southern, and Western territories, respectively, which are a part of the course in Interstate Commerce and Railway Traffic.

and simplest of these methods was
tain rates. Under these agreem
traffic continued as before, each ra
business as possible, but the exp
could not be resorted to as a means
traffic. In so far as these agreem
were enforced, therefore, the com
shifted from rates to service. Bu
method of co-operation proved in
tive to break the agreements, an
revenues unduly, was very strong,
ery, legal or administrative, was e

POOLING ARRANGE

The next method of co-operati
railways was the pooling agreeme
acteristics have been described as

> A railroad pool is nothing more no
> among the several parties concerned
> certain percentage of the entire traffic,
> to it by the other roads. This guara
> necessity for urgently soliciting busin
> at the same time it nullifies the threa
> divert his tonnage from a road which
> concessions as he sees fit to ask.[6]

The object of the railway pools
ting of rates and to establish suc
enable the railroads to maintain
charges. These pools were of two
and (2) money pools.

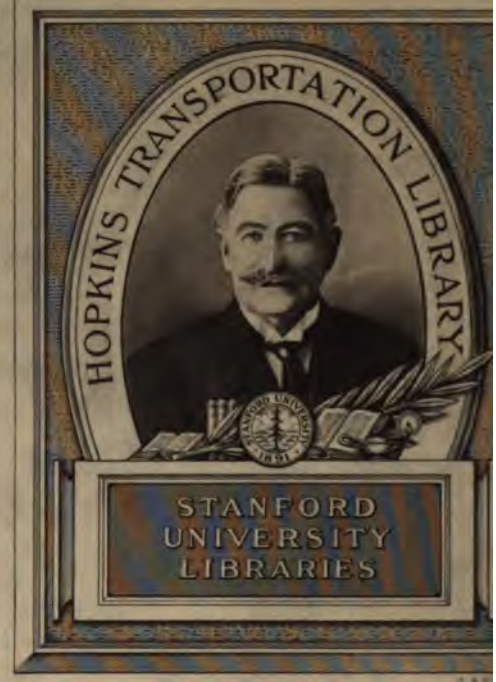
In the traffic pools each member
guaranteed a definite percentage o

[6] *Report of Industrial Commission*, Vol. 19

centage being based upon the average traffic of the given carrier over a period of years. If one railroad failed to secure its allotted proportion of traffic, enough tonnage was diverted from other railroads, which carried more than their allotted percentage, to satisfy the original apportionment. The operation of these traffic pools, involving the diversion of freight from one road to another, vested in the railroads the power of determining the routing of goods and not infrequently aroused the opposition of shippers. Pooling agreements whereby the revenue from operation rather than the business itself was apportioned on an agreed basis were therefore more usually relied upon.

In the money pools each member of the agreement was guaranteed a certain percentage of the revenue accruing from the business pooled, this percentage, as before, being based upon the normal traffic of the given carrier over a period of years, and not upon the actual amount of business done during the life of the agreement. From the gross revenue of each road an amount varying from 20 to 50 per cent was deducted as an allowance for the cost of conducting transportation, and the remainder was turned into the pool for distribution in accordance with the fixed apportionment. The disinclination of roads earning more than their allotted percentages to turn this excess into the pool for the benefit of the less successful roads was largely overcome by the requirement that railroads should deposit in advance an amount of money from which the necessary adjustments might be made.

Although there was some temptation to violate the pooling agreements by cutting rates, in order that a road's increased business might strengthen its claim for a larger percentage of the traffic or revenue when the time for reapportionment came, this method of railway



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The Legal Validity of Co-operative Effort

PUBLIC DISTRUST OF MONOPOLY

From the earliest times, English thought has looked upon private monopoly as prejudicial to public welfare, and the common law has discouraged all arrangements tending to establish or to strengthen private monopoly. This attitude has been uniformly enforced by our American courts. Contracts in restraint of trade, therefore, in so far as they tend to substitute the arbitrary arrangements of producers and sellers in the determination of the level of prices and the quality of service in place of the normal competitive forces, have been held illegal and unenforceable. Such contracts are considered contrary to public policy and are therefore made invalid by the illegality of their object. But, while the courts would not lend their aid in the enforcement of such agreements or arrangements, there was no express prohibition of such contracts, with penalties to be imposed upon those entering into them. In other words, there were no positive legal obstacles to the formation of such contracts, but in their enforcement reliance had to be placed upon the honor of the individuals and the deposit of forfeitures, rather than upon the ordinary legal machinery. As one court expressed it, "We shall decline enforcing such contracts. If parties see fit to invest money in such ventures, they must get it back by some other than legal measures."[7]

It was by these principles of common law that the legality of agreements to maintain rates and pooling arrangements was originally tested. These methods of co-operation could be entered into freely, although no legal remedy was available against those individuals or

[7] Raymond v. Leavitt, 46 Mich. 447.

corporations who saw fit, from mot
est, to violate the terms of their unc
was resorted to more frequently tl
ment, but merely because of its su
effectiveness. This was the situat
Act to Regulate Commerce was p
government.

THE PROHIBITION OF I

The Act to Regulate Commerce
in a much wider sense than it had
for it actually prohibited such arr
merely considering them invalid as
five of the Act provides "that it sha
common carrier subject to the pro
enter into any contract, agreement
any other common carrier or carri
freights of different and competing
between them the aggregate or net
ings of such railroads, or any port

The pooling agreements that we
to 1887 had been carried out very
associations organized in all parts
traffic associations now had to be
fashion as to eliminate the poolin
by the fifth section of the Act. Sin
tion between competing railways w
sary because of the very nature of
these associations began to revert
ments, without the added adminis
be derived from the actual pooling

Prior to 1887, then, both pools a
had been allowed; after 1887 poolir
agreements to maintain rates were s

This situation continued for a decade. A decision of the Supreme Court bringing railroads under the prohibitions of the anti-trust act then deprived them also of this method of co-operation.

THE RAILROADS AND THE SHERMAN ANTI-TRUST ACT

The Sherman Anti-Trust Act, passed in 1890, declared "every contract, combination in the form of trust or otherwise, or conspiracy in restraint of trade or commerce among the several states or with foreign nations" to be illegal. It was generally believed that the Sherman Act had been passed for the purpose of arresting the so-called trust movement, and that its provisions were therefore applicable merely to industrial or business corporations. The question whether railroads fell within the scope of the Act was definitely settled in the affirmative by the Supreme Court of the United States in the Trans-Missouri Freight Association [8] and Joint Traffic Association [9] cases decided in 1897 and 1898.

In the Trans-Missouri Freight Association case there was an agreement among eighteen railroads whereby an association was created and methods were provided for fixing the rates and fares on competitive interstate freight traffic south and west of the Missouri River. The Association was declared to have been created, among other things, "for the purpose of mutual protection, by establishing and maintaining reasonable rates." The two lower courts, the Circuit Court and the Circuit Court of Appeals, upheld the legality of the arrangement; but the Supreme Court, by a five-to-four decision, declared the Trans-Missouri Freight Association, in view of its purposes, to be organized in violation of the Sherman Anti-Trust Act.

[8] United States v. Trans-Missouri Freight Association, 166 U. S. 290.
[9] United States v. Joint Traffic Association, 171 U. S. 505.

Two important principles were thı
court; first, that the anti-trust act ap
well as to industrial corporations;
contracts in restraint of trade or c
several states or with foreign nations
or unreasonable, were prohibited by

In the Joint Traffic Association cas
ment among thirty-two railroads wh
was created and methods were pro
rates and fares on competitive inte
Chicago. In this case, too, the expr
Association was to establish and m
and just'' rates and fares. The Supr
the decision of the Trans-Missouri
held subject to the Act and the reas
sonableness of the restraint was de
rial. The Court said (p. 575): "
and immediate effect of competition i
to thereby increase the demand f
supplying of which increases, and a
first and direct effect is to prevent t
tion, restrains instead of promoti
merce.''

As a result of these cases, co-ope
part of the railroads in fixing and ma
without resort to actual pooling arra
unlawful. It was this legal situation
tial impetus to the process of consoli
the years of prosperity at the clos
century.

GOVERNMENT REGULATION AND RAIL

In their interpretation of the Sher
the courts have exercised their auth

ful restraint of trade or monopoly, regardless of the method or form of organization by means of which the prohibited practices were employed. Actual consolidation between competing railway lines has thus been no less effectively condemned than the looser agreements of the traffic associations.

The most important and widely known examples of the exercise of this power by the courts are the dissolution of the merger of the so-called Hill lines through the Northern Securities Company and the dissolution of the merger of the so-called Harriman lines through the Union Pacific—Southern Pacific combination. In the first case, the Northern Securities Company was a holding corporation through which the direct competition between the Great Northern and the Northern Pacific companies was to be eliminated. In the second case the less direct competition between the Union Pacific and the Southern Pacific railroads, as well as their subsidiaries, was to be eliminated by a merger of the two through the purchase by the Union Pacific company of a controlling interest in the capital stock of its competitors. In both cases a dissolution was ordered on the ground that the consolidation violated the prohibitions of the anti-trust act against restraint of trade and monopoly. The resulting inability of competing railways to consolidate their enterprise emphasizes the more strongly the need of allowing the railways to resort to the methods of co-operation which are prohibited by the anti-pooling section of the Act to Regulate Commerce.

We have seen that unrestrained competition is ruinous to the railways and harmful to the public. To prevent the instability of transportation charges which springs from general rate-cutting and the manifest evils which result from discriminatory practices, railway co-opera-

tion is necessary. With the extensive powers of
now vested in the Interstate Commerce Commiss
in the state railroad or public service commissio
is little danger that pooling will lead to excessive c

There has been an almost unanimous demand
fore, on the part of commissions, publicists, and s
of railway economics, as well as by the railway
selves, that the anti-pooling section of the In
Commerce Act be repealed. If the state is to pre
fectively the evils of rate wars and unjust disc
tions, pooling arrangements and agreements as t
must be recognized as lawful. To prohibit all f
co-operative effort in the adjustment of rates on t
of competing railways is to intensify one of the
mental causes of the evil sought to be eradicated.
law undertakes to enforce two lines of policy wh
not run together so long as different railroads
carriers for the same territory."[19]

Moreover, we find at the present time that in
the fact that co-operation between carriers is for t
part illegal, the railroads have found it absolutel
tial to work together by means of voluntary co-o
associations. It is everywhere conceded that
gained on all sides from the operation of these
tions. If American railways are to perform the
tions properly, the activities of these associatio
receive full legal recognition, and the scope of t
operative effort must be substantially extended.

In the press of business which followed upon
in Europe, the railway executives endeavored to w
some forms of co-operation by which traffic might
efficiently moved through the congested parts of th

[19] H. R. Seager, *Introduction to Economics* (3d ed.), 470.

In these efforts, the carriers found themselves seriously handicapped by the laws which forbade unity of action. The Attorney-General of the United States, although recognizing the need and desirability of concerted action, almost immediately inquired what would be the scope and method of the plans of the railroads, and informed them that it would be his duty to enforce strictly the Sherman Anti-Trust Act and the provisions of the Act to Regulate Commerce in regard to pooling. Naturally this action greatly handicapped the efforts of the railroads and was one of the large factors in determining the President to take over the railroads during the period of the war.

The experience of the nation with the legal restrictions against common effort by the owners and with the advantages of common action by the railroad administration, paved the way for the provisions in the Transportation Act of 1920 which permits pooling under the control of the Interstate Commerce Commission and consolidation of the railroads subject to the same restriction. While there is no provision made for co-operative adjustment of rates, yet these changes recognize the value of permitting the carriers to work together, and signify that the public is to-day willing to cast aside its fear of monopoly and permit a reasonable amount of mutual effort.

TEST QUESTIONS

1. Mention several of the common forms of competition in transportation.
2. How does railway competition compare with industrial competition?
3. What is meant by a railroad pool?
4. Explain two kinds of railroad pools.
5. What causes made rate agreements and pooling arrangements ineffective in eliminating the evils of competition?
6. What events have led to the extensive consolidation of railways which have taken place in recent years?
7. How does the Sherman Anti-Trust Act affect co-operation of carriers?
8. Why are pooling arrangements and rate agreements of carriers desirable?

CHAPTER V

THE THEORY AND PRACTICE OF RATE-MA

Rates and Regulation

The question of rates, which we are now to d
rightly regarded as the heart of the railway
It is through the adjustment of rates that the tr
power of the railways is wielded for good or fo
it is in connection with the making of rates that
est railway evils and abuses—those which vita
the industrial, social, and political welfare of th
—have arisen. The elimination of these evils is
object of the elaborate system of government r
which has been built up in this country, and a d
of regulation must concern itself primarily with
lem of rates. It is true that questions of servi
finance must not be neglected. The interrelatio
tween rates, service, and finance has been succinc
as follows:

The transportation problem has three vitally importa
(1) rates, (2) service, and (3) financial return. Neit
intelligently or equitably considered except with refer
other two. The railway has a right to exact, and
to require, fair and reasonable rates; but what are
depends largely on the service given for them and on th
return received by the owners of the railway. The
a right to demand safe, convenient, and adequate se
how safe, convenient, and adequate a railway can make

depends largely on its financial return, and this on what rates it can charge. The owners of the railways are legally entitled to a "fair return," but this right is not absolute; it is conditioned on what kind of service is given and at what rates.[1]

But while it is obviously necessary, in an adequate discussion of the rate problem, to keep in mind the interdependence of rates, service, and return, the success or failure with which a railway performs its public functions appears most clearly and most directly in the adjustment of its rates, and it is through a discussion of rates that the heart of the railroad problem may be most successfully reached.

Theories of Rate-Making

COST OF SERVICE AND VALUE OF SERVICE

There are two prevailing theories as to the principles upon which railway rates shall be based. One is that rates should equal the *cost of the service,* including a reasonable profit to the railway company; the other theory is that rates should be determined in accordance with the *value of the service* to the passenger or shipper. The general contrast between these two theories is thus described by Professor Ripley:

These two principles of cost of service and value of service are directly opposed in one regard; for the cost-of-service theory harks directly back to railway expenditure, while the value-of-service principle contemplates primarily the effect upon the railway's income account. According to the latter view, any charge is justified which is not detrimental to the shipper, as indicated by a positive reduction in the volume of business offered. No charge, on the other hand, may be deemed reasonable according

[1] S. O. Dunn, *The American Transportation Question,* v.

weight and bulk increase the cost of carriage, the first named necessaries would, on the cost principle, be compelled to bear very high rates, while luxuries and commodities providing the mere comforts of individuals would be transported at low rates. If necessaries were to be shipped, therefore, the high cost of transportation would enhance their prices so decidedly as to discourage consumption and react upon production. Obviously a system of rate-making the general effect of which would be to discourage the production and use of the necessaries of life, and at the same time to stimulate the production of luxuries, would be inimical to the public welfare.

Moreover, what is of even greater importance, such a rate adjustment would minimize the extent of large-scale production and deprive the public, to a large degree, of the advantages of the territorial division of labor. The practicability of large-scale production is dependent fundamentally upon an extensive market, and the territorial division of labor depends very largely upon the possibility of procuring raw materials and food products at low rates of transportation. A rate adjustment on the principle of cost of service would narrow the market and raise notably the prices of raw materials and food products.[4] The Interstate Commerce Commission, in its first annual report, in rejecting the cost-of-service theory as the sole basis of rate-making, emphasizes the fact that it "would restrict within very narrow limits the commerce in articles whose bulk or weight was large as compared

[4] "The phenomenal industrial advance of the last twenty-five years has been made possible by the low transportation rates on food products and the materials of industry; and these low charges would not have been possible, had not the articles of higher value per bulk paid more than their proportionate share of the total expenses of railroad transportation."—E. R. Johnson, *American Railway Transportation* (2d ed.), 274.

with their value."[5] It is to be noted, however, that the Commission has shown a marked tendency in recent years to give great weight to the cost-of-service principle as one of the factors in the adjustment of the railway rate structure.[6]

COST OF SERVICE: PRACTICABILITY

But the cost-of-service principle, even if desirable, could not be relied upon as a sole basis for the adjustment of railway rates, because, as we have seen in an earlier chapter, it cannot be applied in practice. So large a proportion of railway expenditures are constant that most railway services are rendered at joint cost. It is entirely impracticable, therefore, to ascertain the exact cost of any particular service. A railroad cannot charge its shippers or passengers a sum equal to the cost of the service each receives, because it is impossible to determine what the cost of a given haul will be or has been, and it is equally impossible to estimate with mathematical accuracy the expense involved in carrying a passenger between any two points. The cost theory, then, however useful it may be as *one* element in determining the reasonableness of rates, cannot by itself be employed as a general and comprehensive principle of rate adjustment.

In one of the earliest cases coming before it for adjudication, the Interstate Commerce Commission recognized the impracticability of using cost of service as a *sole* basis of railway rates.

> While cost, as has been said, is an element to be taken into account in the fixing of rates and one of the very highest importance, it cannot, for reasons well understood, be made the rate

[5] *First Annual Report of the Interstate Commerce Commission*, 30-32.

[6] This gradual change of policy is discussed in C. R. Hillyer, *Grounds of Proof in Rate Cases*, 10.

basis, but it must in any case be used with caution and reserve. This is not merely because the word "cost" is made use of in different senses when applied to railroad traffic, it being often used to cover merely the expense of loading, moving, and unloading trains, but also because in whatever sense the word be used, it is quite impossible to apportion with accuracy the cost of service among the items of the traffic. Any attempt to apportion the cost would at the best and under the most favorable circumstances only reach an approximation.[7]

VALUE OF SERVICE: SIGNIFICANCE

The principle that rates should be determined in accordance with the value of the service to the passenger or shipper is generally advocated by the railways and is usually followed in practice. The phrase, "value of service," is often taken to be equivalent to "charging what the traffic will bear," but its meaning or significance is not always clear or definite.

By "value of the service" is not meant, for example, that the railroad should charge each passenger or shipper according to the subjective value of the particular service

[7] *In re* petition of Louisville & Nashville Railroad Company, 1 I. C. C. Rep. 31; 1 I. C. R. 238. It is to be noted, however, that the Commission has nevertheless used cost of service "as a means of determining the reasonableness of rates in four different classes of cases: (1) when a rate higher than the ordinary could be justified on the ground that some special service had been performed or a special obligation incurred by the carrier; (2) where a rate complained of was judged as to its reasonableness by comparing the *ascertainable* costs of transportation with those incurred in transporting other commodities whose rates were believed to be reasonable; (3) where comparison was made with costs on other roads or on other parts of the system; (4) where the costs of shipping commodities in car-load lots were compared with those incurred in shipping less than car-load quantities. By methods of comparison, therefore, rather than by attempting to ascertain the exact and total costs of transporting a given commodity, the Interstate Commerce Commission has made use of the cost-of-service principle as applied to railway rates."—M. B. Hammond, *Railway Rate Theories of the Interstate Commerce Commission*, 44 *et seq.*

to him, that is, the value which in his own mind he attributes to the given service. If this meaning were attached to the value-of-service principle, it would be even more impracticable and less desirable as a basis for rate-making than the cost-of-service theory; for, in the first place, it would be absolutely impossible to determine this subjective value in each individual case, and, furthermore, if subjective values could be measured, the grossest personal distinctions and discriminations would result. The care-free excursionist to whom a trip from Chicago to New York is worth only ten dollars would be charged that sum, while the merchant or broker to whom such a journey is essential to some important business transaction might justly be charged a hundred times that amount on the basis of the subjective value of the service to him. Such an interpretation of the meaning of value of service would neither explain the existing system of rate adjustment nor suggest an improvement thereon.

The usual meaning of the value-of-service principle is that it measures the added value given to commodities as a result of their being transported from one place to another. Differences in the price of the same commodity in different markets indicates the extent of the added value resulting from the transportation of that commodity. The value of carrying an article, for example, from Grand Rapids to Omaha, the price of the article being $15 in Grand Rapids and $16 in Omaha, would be $1.

This method of measurement cannot be applied thus definitely to the passenger traffic. The value of the service to the passenger must be ascertained through experiment. A rate which tends to decrease the normal traffic is probably above the value of the service; a rate which tends to increase the normal traffic is probably below the value of the service to the marginal passenger.

In practice, it is through some such experimentation, often unconscious, that the value of the service in freight traffic as well as in passenger traffic is determined. The adjustment of rates, then, on the basis of value of service, or by charging what the traffic will bear, comes to mean the establishment of such rates as will not discourage or reduce the shipment of freight and will not discourage or decrease the demand for passenger service.

Value of the service, as distinct from cost of service, has in the past been accepted by the Interstate Commerce Commission as a fundamental principle of rate-making. In its first annual report the Commission declared that "such method of apportionment would be best for the country, because it would enlarge commerce and extend communication; it would be best for the railroads, because it would build up a large business; and it would not be unjust to property owners, who would thus be made to pay in some proportion to benefits received."[8] As already suggested, however, the Commission now gives greater emphasis to cost of service than formerly.

In this same report, the Commission recognizes, what is generally accepted by the railways as a working rule, that the relative value of commodities constitutes the chief factor in the determination of the value of the service to the shipper, "that the value of the article carried is the most important element in determining what shall be paid upon it."[8] The general result of this method of rate adjustment is that the charges on commodities which are cheap in proportion to weight or bulk are low, while the rates on the lighter but more expensive goods are high.[9] In like manner the rates on competitive traffic are

[8] *First Annual Report of the Interstate Commerce Commission*, 30-32.

[9] A ton of coal is worth at the mine, perhaps, $1.50. A ton of shoes is worth at the factory, perhaps, $1,500. Coal moves in car-loads of 40 tons

uniformly lower than the rates at r
This disregard of distance, too, is
the value-of-service principle to th
way rates.

It is to be noted, moreover, tl
adopted on the basis of purely eco
Charging what the traffic will bea
railway charges for different catego
on the principle of equality of sacr
order that equitable concessions r
weaker members of the community
of rate adjustment is at bottom on
those considerations of public poli
wrong which recur in the discussio
progressive taxation.[10]

The classification of freight and t
railway tariff on the basis of wha
are due fundamentally to the fact tl
rendered so largely at joint cost.
justment may possess an ethical sig
for the adjustment is purely econ
from one-half to three-fourths of al
a railway are joint and constant t
must be so adjusted as not to discou
freight or decrease the demand for

or more; therefore, a car-load is worth about $6
of perhaps 10 tons; therefore, a car-load is w
would not be much difference between the dire
load of coal and the car-load of shoes. But d
and common sense that the car-load of coal, wl
given a lower rate per ton per mile, or even pe
load of shoes, which is worth $15,000?—S. O. 1
portation Question, 25.

[10] The most able discussion of this problen
Taussig, "A Contribution to the Theory of
Journal of Economics, Vol. 5, pp. 438-65.

VALUE OF SERVICE: ADEQUACY

The value-of-service principle, as a sole basis of railway rates, is as inadequate for the protection of the public interest as the cost-of-service principle, by itself, is undesirable from the standpoint of public welfare. The relation of rates, as between different classes of traffic and as between competitive and non-competitive points, may well be determined, and in practice largely is determined, by charging what the traffic will bear; but the propriety of the general level of rates, the reasonableness of rates in and of themselves, cannot be assured by the mere adoption of the value-of-service principle. Unreasonably high rates do not automatically and immediately discourage the shipment of goods or the use of the railway service, for the burden of excessive rates does not rest upon the shipper, being immediately shifted in most cases to the consumer. Moreover, the consumer, on his part, is not always and at once influenced by excessive rates, because his demand is inelastic in the case of necessaries—he must have them even at excessive cost—and in the case of the higher-priced goods the cost of transportation, even when rates are unduly high, does not constitute a very substantial part of the total price of the product.

In support of the inadequacy of the value-of-service idea as a check upon unreasonably high rates, Professor Ripley presents much striking evidence taken from the claims of the railways themselves. Because this evidence is so convincing, it is quoted somewhat at length. Professor Ripley writes:

> That the principle of charging what the traffic will bear affords no protection to the consumer against exorbitant rates on many commodities, follows also from the relative insignificance of

to the cost-of-service principle, which affor
profit upon the business, regardless of its effe

COST OF SERVICE: DESIRABI

At first sight the cost theory, usually
public and sometimes by the shippers
entitled to approval and acceptance, ir
plies with the requirements of reason
commonly recognize in ordinary busine
for example, the price of a manufact
people agree that if it is possible to f
all, that fair price is one which equals
tion, including in cost of production a
to the *entrepreneur* [3] as well as reimbu
expenditure. This reasoning is not
adjustment of railway rates in our
system. Striking evidence is present
economic character of the railway bu
very special and vital relation which it
welfare, when we observe the result of
of-service principle to railway rates.

It happens that many of the most
of commerce and of personal consu
example, as wheat, corn and other food
iron ore, coal, oil, furniture and similar
heavier and bulkier in proportion to
many of the higher-priced luxuries now
for example, as jewelry, lace, wines, a

[2] W. Z. Ripley, *Railroads: Rates and Regulation*

[3] There is no single English word which will ren
ing of this French term. It comes from the verb
means to "undertake," "engage in an enterpri
"enterpriser" for the French word. "Dealer" a
times render it well enough. In the present insta
"producer" expresses its meaning most accuratel

And yet the entire argument that the value-of-service principle is a self-governing engine against unreasonable rates is based upon the opposite assumption. Surely the increased income to the carriers when rates are raised must come from some one! Because it is not felt is no reason for denying its existence as a tax. But the very fact that it is not felt undermines the argument that a safeguard against extortion obtains. The theory that value of service in itself affords a reliable basis for rate-making, presupposes that freight rates and prices move in unison —a supposition which a moment's consideration shows to be untenable in fact.[11]

SOCIAL CONSIDERATIONS

Both cost of service and value of service must therefore be considered in the adjustment of railway rates. It is generally recognized that cost of service, in the sense of the extra or "out-of-pocket" cost in case of a specific service and in the sense of the total cost in case of the traffic as a whole, fixes the lower limit of rates; while value of service fixes the upper limit beyond which the specific rate or the general level of rates cannot go. The reasonable, or intermediate, rate must be determined, and under our system of government regulation generally tends to be determined, by the application of social considerations or by the demands of public welfare. These considerations of public interest are numerous and to a large extent undefined. A comprehensive and logical social theory of rates can hardly be evolved until there is a clearer understanding and a greater agreement in the community as to its ends and purposes. But in general terms many of these social considerations may be defined.

A system of rates fixed with reference to public welfare should be so adjusted as to stimulate industrial

[11] W. Z. Ripley, *Railroads: Rates and Regulation*, 171-73.

with their value."[5] It is to be noted, however, that th Commission has shown a marked tendency in recent yea to give great weight to the cost-of-service principle as o of the factors in the adjustment of the railway ra structure.[6]

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[5] *First Annual Report of the Interstate Commerce Commission*, 30-32

[6] This gradual change of policy is discussed in C. R. Hillyer, *Grounds Proof in Rate Cases*, 10.

Rate-making Practice [13]

The principles under discussion in the preceding pages are applied in practice, to a greater or smaller extent, in the classification of freight and in the adjustment of tariffs.

THE CLASSIFICATION OF FREIGHT

Every well-developed system of rate-making is based upon the classification of freight. The articles of commerce usually or occasionally offered for transportation are so numerous that it would be practically impossible to assign a separate rate to each; on the other hand, as we have seen, it would be clearly unwise to charge the same rates for all commodities. The desirability of avoiding undue complexity in the rate structure, and at the same time of distinguishing between various kinds of goods, creates the necessity of grouping commodities into classes and fixing rates for each class.

At the present time there are three principal classifications in the United States: the Official, the Southern, and the Western. Roughly speaking, the Official Classification governs the territory north of the Ohio and Potomac rivers and east of the Mississippi; the Southern Classification applies to the region east of the Mississippi and south of Official Classification Territory; the Western Classification is in use throughout the remainder of the country.[14] Each of these classifications is in charge of a committee consisting of the traffic officers of the lead-

[13] This subject is treated here very briefly and in most general terms. It is considered in exhaustive detail in the more technical treatises on classifications and rates which constitute part of the course in Interstate Commerce and Railway Traffic.

[14] These boundaries are very general in their nature. Each of the classifications often governs traffic into territories ordinarily governed by other classifications.

ing roads affected by the classifica
these three leading classifications, t
tain by law special classifications

The number of separate items co
fication is very large, the Official C
the greatest number appears, conta
sand different descriptions of traffi
fication describes six regular class
numbers one to six, inclusive, and t
prescribed formulas; the Southern (
teen classes, designated by the numl
the letters A to H (G being omitted)
fication embraces ten groups, desig
one to five and by the letters A to
articles are rated in exceptional wa
as one and one-half times first cla
four times first class, fifteen per ce
twenty per cent below third class, a
more, many commodities of special i
territory served by each railroad a
from classification and are carried
addition, therefore, to the class tarif
modity rates for such goods as live
grain and grain products, lumber, i
like.

The value of a commodity, as co
and weight, constitutes, as we have
basis for classification; but numerc
most important of which is the cos
important influence in the group
Some of these considerations were
state Commerce Commission in 189

Whether commodities were crude, rough, or finished; liquid or dry; knocked down or set up; loose or in bulk; nested or in boxes, or otherwise packed; if vegetables, whether green or dry, desiccated or evaporated; the market value and shippers' representations as to their character; the cost of service, length and direction of haul; the season and manner of shipment; the space occupied and weight; whether in carload or less-than-carload lots; the volume of annual shipments to be calculated on; the sort of car required, whether flat, gondola, box, tank, or special; whether ice or heat must be furnished; the speed of trains necessary for perishable or otherwise "rush" goods; the risk of handling, either to the goods themselves or other property; the weights, actual and estimated; the carrier's risk or owner's release from damage or loss.[15]

In an important case[16] involving the relative rates upon live hogs and dressed beef and hog products, the Commission laid primary stress upon the relative costs of rendering the service, as is evidenced by its conclusions, stated as follows:

(1) The product is carried in more expensive cars. * * * The interest on the increased original cost and the greater outlay for repairs are constant expenses. (2) The weight of the refrigerator car, when loaded with the product, including the ice for refrigeration, is about 64,000 pounds, and that of the live stock car when loaded is 46,000 pounds. If the tariff were based solely upon tonnage, that is, upon the weight of the car and its load when the carrier charges 30 cents per hundred for carrying the live hogs, the charge for carrying the product should be about 42 cents per hundred. (3) The loading and unloading of the animals by the shipper instead of the carrier is a continuing advantage. (4) The rapidity with which the cars used in the live-stock traffic are loaded render them less liable

[15] *Eleventh Annual Report of the Interstate Commerce Commission*, 67.

[16] John P. Squire & Co. v. The Michigan Central Railroad Co. et al., 4 I. C. C. Rep. 611; 3 I. C. R. 515.

to detention, and they are returned to the traffic sooner when loaded with the product. (5) The refrigerator cars to be iced. Five tons of ice and salt per car are furnished i Chicago-Boston business. This is a constant expense in su months. (6) The product is more valuable than the live ani

While the last of these conclusions deals with the v of-service principle, the Commission makes it clear it relies upon cost as the fundamental factor in a of this sort; for, in this same decision, it declares:

> We are of the opinion that, in the fixing of relative upon articles strictly competitive, as these are, the p relation should be determined from the cost of the servic if the difference in this respect between two competitive a can be ascertained, such a rate should be fixed for each a responds to the cost of service. This is fair to the carrie we believe that the manufacturer has a right to demand companies that such a relation of rates as to these articles s be maintained.

THE MAKING OF RATES

The railway tariff is distinct from the freight c fication. It is issued independently by each of the ways or by tariff-issuing agencies such as the Ce Freight Association. It represents a graduation of based on the distance each commodity is carried, n the nature of the commodity. Moreover, wherea primary criterion for the classification of freight i value of the service, measured usually by the rel values of the commodities carried, the initial consi tion in the adjustment of the freight tariff is the co the service as measured by distance.[17] A strict dis tariff, however, would not absolutely reflect the co

[17] As will be seen later, in actual practice, distance is often a ver factor.

service principle; in other words, on the basis of cost, rates should not be exactly proportional to distance. The cost of each shipment consists of two elements, the terminal expenses at points of origin and destination such as for loading and unloading, which are the same for both long and short hauls, and the transportation expenses for actual carriage, which alone vary with distance. A fifty-mile haul, therefore, costs more *per mile* than a haul of a hundred miles because the terminal expense is the same in both cases.

The establishment of lower rates for goods shipped in carload lots than for the same goods shipped in less than carload lots is likewise a departure from distance as the sole measure of cost. Minimum carload weights are fixed, varying for different classes of commodities, and for the shipment of goods in such carload lots lower rates per hundred-weight are quoted than those charged for less than carload consignments. The justification for these differences is to be found largely in differences in cost. To use the language of Professor Ripley, "not only the amount of paying freight in relation to dead weight, but the cost of loading and unloading, of billing or collection and of adjusting damages—all of these elements of cost are noticeably less in the case of a full carload." [18]

But even in the adjustment of carload and less-than-carload rates, many considerations beside cost of service exert an important influence upon the result. The nature of existing competition between producing and distributing centers, as well as between producers and jobbers, is largely affected by, and in its turn largely determines, the character and extent of carload and less-than-carload ratings. In like manner the entire rate structure is dependent, in its actual adjustment, upon competition of

[18] W. Z. Ripley, *Railroads: Rates and Regulation*, 326.

routes and competition of markets. In order
the competition of circuitous or roundabout rou
to mention competition by water carriers), and
to enable producers in different parts of the cou
in different sections of the world to compete
terms in common markets, the railways must ne
disregard, to a large extent, the primary elemen
tance.

In practice, then, the railway tariff, as wel
freight classification, tends to correspond to the
the service or to what the traffic will bear. Ther
invariable rules, formulas, or principles by whi
are made. The pressure of competitive force
established business interests exerts the most
influence upon the development of the rate s
Subject to this pressure, the financial welfare of
way corporations tends to be the controlling co
tion in rate-making, in the absence of public cont
der such circumstances, rates are likely to be as
they can be made without discouraging traffic,
competition exists, while at competing points
likely to be reduced as far as is necessary in
secure traffic.

Without public control, or with inadequate pu
trol, it is inevitable that the adjustment of rate
vate corporations should produce many evils an
from the standpoint of public welfare, and the
of American railway transportation discloses s
and abuses in full measure. Unreasonably hi
have often been charged, many unjust discrim
have been made, distressing uncertainties as
have existed, and demoralizing rate wars have b
ducted. It is not remarkable, therefore, that an
system of public regulation has been developed.

The Reasonableness of Rates

There can be scarcely any doubt that railway rates in certain places, at certain times, or on certain commodities have frequently been excessive, but it is very difficult to pass judgment on the reasonableness of the general level of rates. The comparative method is often used in an attempt to show that American railway rates are moderate. Comparisons are made between rates in this country and those abroad, and also between rates now charged and those formerly in effect.

As between foreign countries and the United States, all thorough comparisons lead to the conclusion that American passenger rates are in general higher than those abroad, while freight rates are substantially lower. The results of such comparisons, however, are not conclusive proof of the reasonableness or unreasonableness of the general level of rates.

Differences in rates between different countries often result from differences in industrial conditions. The preponderance of low-class, long-distance freight, for example, which prevails in the United States because of our vast territory and the abundance of our natural resources, inevitably results in low average receipts per ton-mile on American railways, and goes far toward explaining the contrast between the United States and European countries in receipts per ton-mile.

Differences in rates between different countries may also be explained, to some extent, by differences in the service rendered. This is particularly true in the case of passenger rates. Though American passenger rates are much higher than those in Europe, more comfortable and luxurious accommodations and faster transportation are provided in the United States than are common

abroad, while American railways also carry mo
gage free than the European railways.

Comparisons between current rates and those
at various times in the past are likewise incon
That there has been a substantial decline in tran
tion charges during the past twenty-five years is
established. According to official statistics of th
state Commerce Commission the average rece
American railways per passenger mile were 2.34
in 1888 and 1.938 cents in 1910, while the receipts
mile fell from 1.001 cents to .753 cent during th
period.

The significance of these figures, however, may b
overestimated. A decrease in receipts per unit o
may occur without any change in rates. Such
would necessarily follow if low-class traffic were
crease in amount more rapidly than high-class traf
example, if a road developed a large coal busine
return per ton-mile would probably show a mate
crease if it had previously been carrying hig
traffic. Under such circumstances the average
per unit on the entire traffic would be lowered, eve
general level of rates remained stationary; and i
of fact there has been a decidedly more than prop
ate increase in the low-class freight carried by An
railways. In like manner, when shipments in
lots become more common, in comparison with
consignments, lower receipts per ton-mile are the
result; for carload lots are carried at lower rates
than smaller shipments, and hence an increase in t
portion of carload to less-than-carload lots nece
reduces the average receipts per ton-mile.

Moreover, the general development of the coun
creasing the density of the traffic, has naturally pr

a reduction in cost of carriage per unit. Between 1888 and 1910 the mileage of American railways increased about sixty per cent, while, roughly speaking, the passenger traffic more than doubled and the freight traffic more than trebled. To offset these tendencies toward a natural reduction of railway rates, other forces have been at work in the direction of their maintenance or increase. The most important of these forces are the greater effectiveness with which railway managers have been able to curb competition, and the undoubted increase in the cost of railway operation arising from the general decrease in the purchasing power of money, which is one of the factors in the increased cost of labor and materials.

The need, then, for public regulation of railway rates does not arise from any conclusive evidence as to the extortionate character of the general level of American rates; it arises, rather, from the very nature of the railway business and from the extreme complexity of the railway rate structure.

TEST QUESTIONS

1. What are the two most important principles upon which freight rates are based?
2. Discuss briefly the cost-of-service theory from the standpoint of desirability and from the standpoint of practicability.
3. Discuss briefly the value-of-service principle in rate-making.
4. How is a system of rates which is fixed with direct reference to public welfare adjusted?
5. What are some of the considerations which affect the classification of freight as specified by the Interstate Commerce Commission?
6. What is the difference between a freight classification and a freight tariff?
7. What are the chief factors considered in the classification of a commodity?

8. Why is a comparison of rates applying in diffe tries of little value in determining reasonableness?

9. What are some of the reasons why a comparison rates with past rates applying in this country is ve factory?

10. What factors have been instrumental in w higher rates in this country?

INTERSTATE CO
AND
RAILWAY TRAFFIC

The subjects listed below constitut
of a course in Interstate Commerce
This course is especially designed to
growing demand for efficiently trained
industrial traffic work; to assist student
inations for government service under
merce Commission; and to meet the d
petent to direct the work of commerc
traffic bureaus. With the exception of
Traffic Maps, the subjects listed belov
average of approximately 200 pages eac

Atlas of Railway Traffic Maps
Traffic Glossary
Freight Classification; Some Ways
Charges
Freight Rates: Western Territory
Charges
Freight Rates: Official Classifica
Eastern Canada; Industrial T
Freight Rates: Southern Territor
Publication and Filing of Tariffs
Freight Claims; Investigation
Routing Freight Shipments;
A Primary Lesson in Transit;
Railway Organization; Statistics
Railway Accounting
The Express Service and Rates
Ocean Traffic and Trade
Railway Regulation
The Act to Regulate Commerce an
Conference Rulings; Procedure B
Commerce Commission; Gro
Rate Cases
Application of Agency Tariffs
The Law of Carriers of Goods
Practical Traffic Problems

LASALLE EXTENSION UNIV

RAILWAY REGULATION

AN ANALYSIS OF THE UNDERLYING PROBLEMS IN RAILWAY ECONOMICS FROM THE STANDPOINT OF GOVERNMENT REGULATION

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PREFACE

In the following pages an attempt is made to present an analysis of the leading problems in railway economics from the standpoint of government regulation in the United States. While it has been my purpose to vitalize the discussion by the liberal use of concrete illustrative material, the emphasis throughout has been placed upon the discovery of underlying causes and the consideration of fundamental principles.

The historical development of railway transportation has been traced only in so far as early conditions and past events have been shown to throw light upon the meaning and significance of current practices and present-day problems. The various stages in the growth of the American system of public control, state and national, have been given careful and detailed consideration because the principles and methods of railway regulation, as applied in the United States today, are the result of a gradual development. Both legislative enactment and judicial decision have slowly accommodated themselves to the irresistible pressure of our changing social and political ideals and our expanding commercial and industrial needs.

The vital and inseparable relationship, in railway transportation, between legal rules and business welfare, between railway economics and railway regulation, has served as the source and foundation of the entire analysis

VII. Railway Discrimination
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The Nature of Discriminatory Practices.
The Forms of Railway Discrimination...
The Law Against Discrimination.....
Pooling and Discrimination.....

VIII. Regulation by the States
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RAILWAY REGULATION

CHAPTER I

THE EXTENT AND IMPORTANCE OF RAILWAY TRANSPORTATION

The Extent of American Railway Interests

A discussion of the problems of railway regulation in the United States may well begin with a statement of the extent of the railway interests to be regulated. Some conception of the magnitude of these interests may be obtained by a consideration of the extent of mileage, the amount of equipment, the number of employees engaged in the service, the amount of outstanding securities representing capital invested, the number of passengers and tons of freight carried, the revenues accruing from the service, the expenditures involved in rendering it, and the earnings distributed annually as a result of railway enterprise.

There are about 250,000 miles of line in the United States, representing only single-track mileage.[1] If we include the length of second, third, and fourth tracks, and the mileage of yard tracks and sidings, the total mileage operated in the United States in 1916 was 394,944.

[1]The figures that follow are taken from *Statistics of Railways in the United States* for the year ending June 30, 1916. The single-track mileage as of that date was 259,211.

The significance of this vast mileage is striking sized by Professor W. Z. Ripley as follows:

> The total mileage of the United States is nearly ten-track railroad completely encircling the globe. States had already in 1900 about forty per cent of th mileage of all the countries of Europe combined. * portionately to population the United States is abou as well equipped with railroads as Europe. Simi appear with reference to superficial area. As com Europe alone, we have about two-thirds as much milea square mile of territory, despite the fact that our population is only about one-seventh of that of Austri —the most sparsely populated country in Europe.[2]

The figures for equipment are equally st There were, in 1916, 65,314 locomotives and 2,49 devoted to the service rendered by American The number of employees was 1,654,075—the lar ber of wage-earners engaged in any single Am dustry with the exception of agriculture. The ing securities amounted to $21,092,072,245, rep an apparent investment in railway transportat is likewise second only to agriculture. The n passengers carried during the year 1916 earnin for the railroads was 1,005,683,174; the number freight hauled during the same year earning re the railroads was 2,225,943,388. If we take dis consideration and determine the number of pass well as the number of tons of freight carried the figures become so large as to pass beyond hu

[2] W. Z. Ripley, *Railroads: Rates and Regulations*, 34-35.

For a statistical comparison of railway conditions in the Unite in European countries, see *Bulletin No. 24 (1911) of the Burea Economics* (Washington, D. C.) on Comparative Railway Stat United States, the United Kingdom, France and Germany.

ception. The number of passengers carried one mile in 1916 was 34,213,596,127, and the number of tons of freight carried one mile was 343,099,937,805.[4] The revenues from operation amounted to $3,472,641,941; the operating expenditures were $2,277,202,278; and the net operating revenue for the same year was $1,195,439,663. The immensity of these figures must be apparent to every one, and no further comment is necessary to indicate the vast extent of American railway interests.

The Significance of Railway Transportation

ITS GENERAL INFLUENCE

But the significance of railway transportation cannot be measured by the mere extent of mileage or equipment, or by the mere magnitude of business operations. The railroad has without doubt introduced the most important of modern industries, and the development of railway transportation has revolutionized the very foundations of life. It has completely transformed our industrial, commercial, and social relations; and it has provided the strongest external force for the permanent unification of our national life.

When the application of steam to transportation was practically established and American energy set itself to the task of railway development, the old methods and the old conditions in almost every walk of life gradually dis-

[4] A ton of freight carried a distance of one mile is given the traffic denomination of one "ton-mile." If a freight train carries fifty tons of freight on its trip from A to B, a distance of 100 miles, it performs a traffic service of 50 times 100 or 5,000 ton-miles. In the same way a passenger carried one mile represents a traffic unit of one "passenger-mile."—Julius H. Parmelee, *Statistics of Freight Traffic.*

appeared. Mr. B. H. Meyer has
changes in the following words:

The pack-horse, the stage-coach, and
all that goes with these, were soon supe
better adapted to meet the new condi
areas were transformed into fruitful
themselves became objects of wealth in t
had helped to create. The isolated set
with the world; and his wants, no longe
or farm, or local market, could draw fc
the storehouses of the earth. The merc
could offer commodities produced under
of learning exchanged ideas with schola
national unions—scientific, literary, ind
—sprang up in quick response to the th
The "bonds of consanguinity" concern
can statesmen expressed so much solic
served indissolubly among all sections c
ernment became omnipresent and the la
the revolution caused by the railway.[5]

ITS ECONOMIC FUN

It is a commonplace of economic
sists in the creation of utilities,
matter with the quality or capacit
wants. Primarily, matter is mad
poses of consumption by a change
a quantity of lumber, for example,
ful of furniture. But commoditi
consumable form, may be rendered
made available at the place where
railway, in transporting a carlo
Grand Rapids to New York, is cr
truly than the manufacturer who
material into the finished produc
engaged in transportation are part

[5] B. H. Meyer, *Railway Legislation in the*

productive process of the community. This creation of *place* utility by the transportation industries extends to the thousands of commodities each day offered for carriage on our American railways.

In a more fundamental sense, the economic function of railway transportation consists in furthering the geographical or territorial division of labor. Industries become established in the localities which afford the most advantageous conditions, and low rates of transportation enable the consumers in all parts of the country to enjoy the benefits of cheapened production. In widening the market for the products of industry, the railway creates the conditions essential to large-scale production and the development of a minute division of labor. In this manner it brings to the productive process the well-known economies of specialized machinery and labor-saving devices. The fundamental advantages of our modern factory system are dependent upon an extensive market, and the extent of the market is very largely determined by progress in transportation. For a more detailed consideration of the relation between the development of transportation and the effective employment of the division of labor, compare the following:[6]

Progress in indirect cooperation, or the division of labor, depends upon the development of markets and other facilities for exchange. For example, a man cannot be a shoemaker unless shoes are in demand by people willing and able to pay for them. Much less can a shoe factory be organized, with its elaborate subdivision of tasks and large output, unless shoes can be sold at remunerative prices. From this it may be inferred that every improvement tending to widen the market for goods is favorable to a further extension of the division of labor. The

[6] H. R. Seager, *Introduction to Economics* (3d ed.), 137-138.

truth of this conclusion is abundantly illustrated by th
of the last one hundred years.

Before the era of steam railways and steam vessels, th
for most products was necessarily restricted to limit
near the source of supplies because of the high cost
portation. Each region had to produce for itself its
food articles, building materials, and implements, and c
port from or export to other regions only those produc
were light and costly. Under these circumstances the
of labor could be little practiced. Country districts
employment to a blacksmith, a carpenter, and a few o
cialists. A few cities grew up where those goods whi
pay the relatively high costs of transportation were n
tured. But the majority of the people were forced by
ditions to give their attention to agriculture as the onl
by which they could earn a living. Steam and, more
electrical transportation have changed this situation.
ent the cost of carriage offers no serious obstacle to the s
of even cheap and bulky articles, such as wheat and co
way round the world. For most goods, in place of a
local market, there are now general markets ranging in
tude from that afforded by a large city to that of th
world. Perishable goods, services, and goods for whi
is only a local demand, must still be produced on a small
satisfy local requirements, but the proportion of these
the whole mass of products is constantly diminishing
fruit and fresh meat have ceased to be perishable in t
that they will not bear transportation to distant marke
companying this widening of markets, there has been a co
tion of special industries in special localities and of busin
agement in fewer and fewer hands. In this way full ad
has been taken of opportunities for extending the div
labor, with the result that the volume of goods produced h
mously increased.

These conditions clearly show the absolute
ence of modern production upon an adequate tr
tation system.

ITS SOCIAL AND POLITICAL IMPORTANCE

In its social and political aspects the railway has strengthened the unity of the American people. It is indisputable that our highly developed system of railway transportation has contributed very largely to unifying into a single community of remarkable cohesion the one hundred millions of people scattered over the vast area of the United States. A healthy local pride clearly exists today, as it always must exist if each unit of the national realm is to contribute most effectively to the common life; but sectionalism of the sort which overemphasizes the local unit cannot withstand the cementing vigor of a highly developed transportation system. Closely akin to this gain in social unity has been the growth in political influence and efficiency. The American frontier was pushed farther and farther to the westward, and the desert plains and highlands were transformed into busy centers of social and commercial activity. Through progress in transportation representative government on a large scale was made practicable.

It is to be remembered, however, that the railway has been an important factor in bringing to the forefront the social problems that have accompanied our industrial growth. The industrial changes of the last century have come in no small measure through the instrumentality of the railway (although it was itself a natural outcome of the industrial revolution), so that the railway has helped to intensify the social problems which these changes have brought. These problems are bound up with the transition from the domestic to the factory system of production. They involve the substitution of the factory hand for the independent workman, the growth of classes with their threatening conflicts, and the exploitation of women

and children in industry. The remarkable developme of large cities, with their corrupting and stifling surroun ings, at the expense of the more wholesome country li has been one of the most pronounced results of this wo derful expansion. But these social problems, which a made acute by progress in transportation, are of the ve nature of our modern industrial system. On the whc our social unity and political welfare have been immea urably strengthened and enriched by the development railway transportation.

Railway Regulation

In view of the vital importance of railway transport tion to the welfare and development of this country, it very evident that the service should be so conducted to serve the best interests of all branches of commer and industry and of the people as a whole. It will seen, however, in a later chapter, that almost from tl beginning of transportation, it has been found necessa to regulate the operation of transportation agencies, b cause these agencies, if left to themselves, do not develc their activities in such a way as to promote the publ welfare. It is to analyze the chief problems in railwa economics and to trace the development of railway reg lation in this country that this text has been prepared.

In studying the succeeding chapters, the reader shoul bear in mind that the present conduct of American rai ways had its origin in the earliest conditions. Som acquaintance, therefore, with the historical developme of railway transportation and with the gradual growth the problems and principles of railway regulation is very great value to the student of transportation wl realizes that he must often know the origin of practic

and conditions in order to appreciate fully their present character and importance.

TEST QUESTIONS

1. Give briefly figures indicating the extent of the railway business in the United States at the present time.
2. Show the economic functions of transportation.
3. How have the railroads aided in the development of American business?
4. In what way does the American railway system increase the unity of the American people?
5. Why has it been found necessary to regulate the operation of transportation agencies?

CHAPTER II

THE PROBLEM OF REGULATION

Historic Foundations for Governmental Control

American railways are privately owned and private operated. The problem of government regulation is t problem of harmonizing with the interests of the gener public the private interests of those who appear as t legal owners and managers of the railways. That t public interest is vitally involved in enforcing reasonab rates, adequate service, and equality of treatment in t administration of railway enterprise appears from t magnitude and importance of the railway industry—fro the extent of the physical properties of American ra ways, and from the economic significance as well as t social and political importance of the service which th render.

But the nature of American railway development pr sents further grounds for an intimate public concern the methods and policies of private management of ra way enterprise. The growth of our railway net has be exceedingly rapid. The American transportation syste comprising 250,000 miles of line, is the result of less th a century of development. The early railway ventur were necessarily speculative in their nature, and ev when the efficiency of the railway as an instrument modern commerce and industry had been established, ra

way construction still proceeded in advance of actual needs.

As a result, the American people secured their railways early and in great abundance, but they paid the price of much speculative promotion and fraudulent financiering. The foundation for not a few of this country's large fortunes was laid in the manipulations which marked the early history of American railways. Some of the practices of the early days of railway promotion and railway construction have become notorious. We shall have occasion to examine them in the next chapter. But while the public tolerated these practices in the past, and may even be said to have encouraged them by "its insensate desire for swift development," there is no reason why the public should continue to tolerate such practices or continue indefinitely to bear the burden of past misdeeds.

From the historic standpoint, then, government regulation of railways is a positive assertion by the people at large that the old order has changed, that the methods which may have been inevitable in the early days of railway building [1] are no longer in harmony with an awak-

[1] Compare the following from F. W. Taussig, *Principles of Economics*, Vol. 2, pp. 393-94: "Historically, the course of development seems to have been controlled by a fated destiny. Given the impossibility of public ownership and management (and for the earlier stages of railway development in this country public operation was out of the question); given the eager desire of the community for ways of transportation and its willingness to encourage their construction in every way; given the looseness of corporation laws, the universal speculative temper, the laxness of business standards; given the periodic fluctuations in industry, the economic peculiarities of railways, the opportunities for large-scale ventures—and the harvest was prepared for the daring and able operator. Perhaps all the advantages from rapid construction, wide permeation of the land with railway facilities, from competition and consolidation and vigorous management, could have been got in some other way; but a train of deep-seated causes seems to have decreed that they should come in just this way and with just these checkered results."

ened public conscience, and that
will not continue to pay tribute
values of the past, nor permit an u
the performance of public service.

Moreover, though American r
owned and privately operated, t
inconsiderable amount of direct a
tion. Its desire for swift develo
the form of gifts of public lands an
The nation, the states, the local go
individuals all contributed to the
vately owned and privately oper
public interest, then, which aims
system of government regulation, i

The Legal Basis of

THE PUBLIC NATURE OF TRANSP

The historical characteristics
development do not of themselves
for government regulation of
Neither the past misdeeds of the
ous aid of the public provide an a
governmental activity. The righ
cise control arises from the publ
portation industry.

It is as much a function of the st
as it is to provide public highw
engaged in the transportation se
function of the state. The trans
engaged in a service which may
by the state itself, or may be del
viduals or corporations under suc

trol as the public may deem necessary.[2] The courts have repeatedly recognized this public nature of the transportation industries, and they have made it clear that the mere fact of private ownership and operation does not remove the railway from the class of public business.

A railroad is a public highway, and none the less so because constructed and maintained through the agency of a corporation deriving its existence and powers from the state. Such a corporation was created for public purposes. It performs a function of the state. Its authority to exercise the right of eminent domain and to charge tolls was given primarily for the benefit of the public.[3]

When private property is "affected with a public interest," it ceases to be *juris privati*[4] only. * * * Property does become clothed with a public interest when used in a manner to make it of public consequence and affect the community at large. When, therefore, one devotes his property to a use in which the public has an interest, he, in effect, grants to the public an interest in that use and must submit to be controlled by the public for the common good, to the extent of the interest he has thus created. He may withdraw his grant by discontinuing the use; but so long as he maintains the use, he must submit to the control.[5]

THE EXERCISE OF THE RIGHT OF EMINENT DOMAIN

The public nature of railways is clearly illustrated by the grants of power invariably conferred upon them to exercise the sovereign right of eminent domain. The

[2] Compare the proposition of State Senator W. H. Hatton of Wisconsin, as quoted in Charles McCarthy, *The Wisconsin Idea*, 39: "That it was as much the duty of the state to furnish transportation facilities as it ever had been to make roads or build bridges, and that if the function was delegated to any one, it was the duty of the state to regulate it, so that the agent should be required to furnish adequate service, reasonable rates, and practice no discrimination."

[3] Mr. Justice Harlan in Smyth v. Ames, 169 U. S. 466

[4] That is, it ceases to involve mere private rights.

[5] Mr. Chief Justice Waite in Munn v. Illinois, 94 U. S. 113.

right of eminent domain may be exercised, w
the state or by private individuals or associat
for public purposes.[6] The right of railway cor
therefore, to compel the sale of private lands
able prices involves, in its very nature, the us
lands for public purposes.

Moreover, this right of eminent domain is p
indispensable to railway construction. Withou
cise of the state's right of condemning land, t
company would be at the mercy of the owner
land. Railways must be constructed along c
lines. A given parcel of land, therefore, ma
absolutely essential to the progress of a railv
prise. By a refusal to sell, the landowner alon
way's proposed right of way would have the
block the entire undertaking; or by holding c
unreasonably high price, he would have the
increase the cost of railway construction, an
impose an unnecessary burden upon railroad
and consumer. If railway companies were
secure their rights of way by purchase at pr
without the sovereign authority of taking lan
sonable valuation, they would find themselve
by each successive property-owner and compe
such sums as are determined, not by the va
land, but by the owner's opportunity to take
of the necessities of these corporations.

The public nature of railway transportatio
the more clearly, then, from this fact, that the

[6] The rule of law is thus concisely stated in Wyman on
Corporations, I, 48: "A legislature can give a railroad o
right of eminent domain only because the company, irresp
enjoyment of that right, is already public in character; for pri
under our constitutional limitations, cannot be taken, even
sation is given, except for public purposes."

ence of the plant upon which the performance of the railway service depends, involves the possession of the power to compel the owner of property to sell his land at a reasonable price. For practical purposes, therefore, the very possibility of railway transportation depends upon the exercise of the right of eminent domain, which is a public power possessed only by the state.

Only the state, therefore, can normally provide railways for the community; and when the state delegates this function, it must delegate with it the right of compelling the sale of private property at a reasonable valuation, which is essential to the normal prosecution of railway enterprise. The exercise of the right of eminent domain by railway companies is an example of sovereign power vested in private corporations because they are engaged in public undertakings; the need on the part of railway corporations of possessing this right of eminent domain suggests substantial grounds for considering these undertakings public in their nature.

THE RAILROAD AS A COMMON CARRIER

In many respects the law has imposed upon railroads the same special responsibilities which it had imposed upon the old common carriers before the days of steam transportation. All persons and corporations engaged in railway transportation on a public basis, the courts hold, are engaged in public employment and are to be considered common carriers.[7]

[7] For a statement of the historical process whereby the railroads assumed the position of common carriers and came to be so recognized by the courts, compare the following from Wyman on *Public Service Corporations*, I, sec. 176: "It is a matter of history that where the first railways were laid down at the beginning of the nineteenth century, the theory upon which they were constructed was that they would be public highways, for the use of which those that drove their vehicles over them should pay toll as for

From time immemorial English law has dist
between persons who carry occasionally, und
contract, and those who profess to devote ther
transportation as a regular business. In the c
former, the carrying in which they are engag
sidered private business; in the case of the l
looked upon as public employment. By hold
selves out to serve the public generally in t
portation of persons and goods, such indiv
corporations deliberately and voluntarily take u
selves special obligations to the public. In
common carriers they assume extraordinary res
ties in many respects. They must serve all w
they must provide adequate facilities; they mu
reasonable rates; they must refrain from discr
in rates and service; and they become subjec
other special measures of regulation as the s
lawfully impose.

In the early days the law of public service wa
only to the carriers then known—to hackmen,

the use of a turnpike or a canal. The introduction of the stea
brought about the end of that theory almost before it was put
A train drawn by a locomotive was too expensive, the opera
costly, and its management too intricate for any shipper, or
private carrier. Almost from the outset, therefore, the railv
provided and operated the engines and cars themselves, and
transportation such goods as were offered. They thus bec
carriers. . . .

"In one of the earlier cases, Chicago & Aurora Railroad
(19 Ill. 578), the appellant railroad denied that it was a com
because the charter of the corporation did not declare it to
Mr. Justice Breese said: 'We suppose it is not necessary that
should provide in so many words that the railroad companie
them shall be common carriers. The authorities are numerous
that such companies using cars for the purpose of carrying
persons indifferently, for hire, and whose custom and unifor
to do so, are common carriers and liable as such. There can
on this point. There needs no legislative declaration to make t

stage-coach owners, ferrymen, and the like; in the eighteenth century came the regulation of toll bridges, turnpikes, and canals, as public callings; and in more recent times the courts have not hesitated to recognize that the owners of modern transportation agencies—railway, express, and steamship companies—are likewise common carriers, engaged in business that is essentially public in its nature.

The Economic Basis of Regulation

LEGAL VERSUS ECONOMIC CONSIDERATIONS

The foregoing considerations, legal in their nature, indicate the sources of governmental authority over railways; they show why the public has a right to subject railway companies to special control. There is very little controversy as to the right of the state to regulate. But the right to regulate does not necessarily involve the need of regulation. The need of a system of governmental control arises from the business nature of railways rather than from their legal characteristics. Most of the important questions involved in the so-called railroad problem can be traced to the economic character of the railway business, and throughout our discussion we shall be considering these characteristics from various points of view. It is sufficient, in this place, merely to indicate the general nature of these economic peculiarities and their most striking consequences.

THE MONOPOLISTIC CHARACTER OF THE RAILWAY BUSINESS

The need of regulation depends chiefly upon the monopolistic character of the railway business. In ordinary industrial enterprises the existence of competition, when free and unrestricted by artificial means, provides an

automatic force for the protection of the pul
prices and large profits in a given industry ten
additional capital to that industry, which res
long run, in a readjustment of charges and a
of net returns. In like manner, inefficient s
goods of inferior quality cannot permanently l
upon the public, because a policy which is cl
rious to the interests of the consumer cannot pe
withstand the force of competition. The rai
ness, on the other hand, tends to be operated u
polistic conditions.

To some extent railways are entirely exempt
petition. The amount of capital necessary fo
struction of a railway is so large and the task
building is so substantial that competition
relatively slow in becoming active. Capitalis
unite so promptly in building a parallel road
the large sums that must be risked in the ente
even when they decide to enter upon such an u
the work of construction requires so much time
competition is still further delayed.

Moreover, even when the parallel road i
actually competes with the original line only
points—usually the more important cities—whi
mediate points the lines separate and pas
numerous small communities which have no
way facilities. At these non-competing point
railways usually enjoy a monopoly of local t
while the number of non-competing points is
being reduced by the construction of new st
and the multiplication of electric railway lines,
because of the very nature of the railway,
always be many localities which, in the absence
ment control, will be at the mercy of one tran

agency. In part, therefore, the railway business is clearly monopolistic in character.

In this respect the railway business stands in striking contrast to the more effective competition in water transportation. The highway between all ports is free to every one, except in the case of canals, and even these waterways are open to all on equal terms. The cost of vessels is small as compared with that of a railway and its facilities, and they may be constructed in a relatively short period of time. Moreover, vessels may usually be promptly purchased or chartered. The result is a strong tendency for competition on water to spring quickly into existence and to be very active; but even in water transportation competition is not as effective as it is under normal conditions in the manufacturing industries.

THE NATURE OF RAILWAY COMPETITION

The railway business, because of the character of railway competition, tends to be carried on under monopolistic conditions even when competition does exist. Railway rivalry tends to be abnormally keen and competition ruinous. This, in turn, leads to co-operation in various forms, and the inevitable result follows that railway competition becomes self-destructive. Competing railway companies, weary of the keen struggle which invariably ensues when competition becomes active, either consent to a truce whereby competition between them is abolished and arrive at an agreement for the maintenance of rates, or continue their warfare until one of the roads s driven to insolvency, and the unsuccessful line, upon eorganization, is taken over by its victorious rival. In ither case effective competition is destroyed and monop-

olistic conditions are establishe
ruinous competition is to be fou
fundamental economic characte
business.

JOINT COST AND RAILWAY

The services of a railway are r
degree at joint cost. From one
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less of the performance of any
order to conduct transportation
be provided, tracks must be laid,
built. This plant is necessary fo
passengers and freight as well as
ter. Moreover, it is equally nece
tation of different classes of pa
kinds of freight.

The expenditures for the funda
viding the plant of a railway ent
charges of the business; and t

[8] It is to be noted that in water transp
competitive conditions, the tendency to mo
as striking as in the case of railway transpo
from E. S. Meade, "Capitalization of the I
Company," *Political Science Quarterly*, XI
ping] industry is strictly competitive. The
olized. Dockage facilities in the leading co
all the world, and shipyards will furnish a
price. Under these conditions, a permanent
try, sufficient to maintain rates or to contro
Agreements among the regular lines may
stability into passenger rates, and into the
classes of commodities; but for the great m
and rough and half-finished products of c
will continue, as they have from time immem
bargains, and the rates of charge will conti
of the market."

interest on the capital invested in the construction of the railway, form a part of the cost of every service rendered by that railway. As far as expenditures for plant are concerned, all railway operations are conducted at joint cost, and even the operating expenses are largely joint. The roadbed and equipment must be maintained in a state of reasonable repair and efficiency, many of the employees and much of the material necessary for conducting transportation must be provided, and most of the general administrative expenses must be met, regardless of the amount or the kind of traffic carried by the railway. In other words, a substantial proportion of the operating expenses, like the fixed charges, are constant.

It is practically impossible, therefore, for the railway manager to ascertain the exact cost of a given service. Rate-making must necessarily involve a large degree of guesswork, though it is true that this guesswork is entrusted to experts. Railway officials have no means of determining with certainty that rates have been reduced to unprofitable limits. Under the stress of keen competition, then, conditions are decidedly favorable to ruinous rate-cutting, and cut-throat competition inevitably becomes self-destructive.

INCREASING RETURNS AND RAILWAY POLICY

Railway operations are so largely conducted at joint cost because a very large proportion of railway expenditures is fixed or constant. If a railway is built and equipped and is carrying a given amount of traffic, it can usually handle a vastly increased quantity of business at a relatively slight additional expense. Within very wide limits, a given plant and equipment will accommodate a large as well as a small amount of traffic, and the only

additional cost involved in handli
will consist in that portion of t
which varies with the amount a
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It follows, then, that with each
of traffic carried, the cost per unit
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law of increasing returns: every i
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way traffic managers, therefore,
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Ruinous rate wars follow, and c
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RAILWAY COMPETITION AND DISCRIMINATORY PRACTICES

The keen rivalry for business leads not merely to rate wars and general rate-cutting, but to discriminatory practices as well. The passion for business is so intense that the traffic manager will resort to any means in order to get it. If the amount of railway traffic can be extended and hence the size of railway profits disproportionately increased by means of granting special privileges in the transportation of one commodity as compared with another, or in the case of one person or locality as compared with competing shippers or markets, railway officials will not hesitate long to resort to these discriminatory practices.

The history of American railways, and of our monopolistic industrial combinations or so-called trusts, divulges no greater evil than the granting of railway discriminations in rates and service for the benefit of one person, locality, or kind of traffic, to the prejudice and disadvantage of rival shippers, places, and industries. The motive or stimulus for these practices lies in the keen desire for additional business, with its resulting disproportionate increase in railway profits. Discrimination has been one of the most baleful as well as one of the most certain effects of railway competition.

RAILWAY DISCRIMINATION AND THE PUBLIC WELFARE

The danger as well as the injustice of discriminatory practices cannot be overemphasized. If our industrial life is to reach its natural and most efficient economic development, there must be freedom of enterprise and fairness of treatment for all persons, all sections, and all undertakings. In a sense, transportation is a fundamental industry underlying all others, for it is essential to the

conduct of all business and goes
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between different producers ma
any divergence in railway rates
each of two or more competitors.
that the railway officials who ma
exercise a tremendous power.

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By stimulating or discouragi
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are now struggling made their

control of the market through the agency of special favors in the form of railway discriminations.

The Problem of Regulation

THE NEED OF GOVERNMENT REGULATION

The need of government regulation follows clearly, then, from the economic character of railway transportation. Competition cannot be relied upon as a regulating force. When it is resorted to by competing railways, it introduces evils of its own that are vitally prejudicial to the public welfare. It causes instability of rate adjustments, industrial fluctuation, and gross discrimination between rival shippers, different classes of traffic, and competing business centers. The abnormal nature of this competition makes it of temporary duration. Cooperation of some sort, whether by actual consolidation or by mere agreement, almost invariably follows.

The problem resolves itself, therefore, into a consideration of what constitutes a wise attitude towards private monopoly; and from time immemorial it has been a cardinal principle of English thought that private monopoly cannot wisely be left unregulated. Government regulation is necessary in order to correct the evils which are inseparable from railway competition, whenever bona fide rivalry exists, and to prevent the abuse of monopoly power, whenever, as is the normal tendency in the railway business, operations are conducted under monopolistic conditions. It is inconsistent with any sound present-day economic policy that a power over the public as great as that enjoyed by the railways should be exercised by private persons without direct responsibility to the people.

THE DANGERS OF EXCESSIVE REGULATION

The railway industry in the United States
a private as well as a public side, and a genuine
tion of public welfare demands the proper pro
the private interests involved. American rai
privately owned and privately operated. C
economic structure is based upon a faith in the
and far-reaching advantages of private e
Under this system the American railway net wa
developed, attaining a physical extent and an
effectiveness unparalleled by any railway syst
world. This railway net must be maintaine
tended, accommodating existing needs and
itself to the economic changes in the commu
perform this task effectively, further investme
way enterprise is necessary, and in order that
tional capital may be forthcoming, the invest
must not be lost sight of in the application o
of public regulation. Moreover, what is more
if our faith in private enterprise is to continue
ers and activities of the regulating authorities
be so extensive as to destroy the exercise
initiative.

The railways must be made to recognize
nature of their undertaking, but within the lim
lic welfare they must be restricted as little as
developing the American transportation syst
dangers of regulation, then, consist in the esta
of excessive regulation in the name of public
very important element of public policy in
demand that railway operations be conducted
ditions of highest efficiency, and it is stil
principle of American industrial institutions

highest economic efficiency can be attained through the medium of private enterprise. The state must not undertake to operate the privately owned railways, and its policies of regulation must not be so extensive as to discourage that enterprise and initiative which have been so remarkably effective in American railway history.

THE ESSENCE OF THE TASK

There is almost as little controversy today on the need of regulation as there is on the right of the state to regulate railway transportation. The representatives of the railways as well as the advocates of the people admit the need of regulation. Both the principle and the practice of regulation are now well established. For almost half a century the states have been exercising administrative control over railways, and it is more than twenty-five years since Congress passed the Act to Regulate Commerce and created the Interstate Commerce Commission. The conflict today concerns itself with the extent or degree of governmental control.

The problem of regulation is to harmonize public and private interests, to develop a system whereby the public welfare will be promoted and private enterprise will be stimulated. That is the essence of the task, and it presents an ideal difficult of attainment. The chapters that follow will consider in detail the specific problems which that task presents and the policies and methods followed by the states and the national government in performing the important duties of railway regulation.

TEST QUESTIONS

1. On what historic basis does the governmental
carriers rest?
2. Why are the railways allowed to exercise th
eminent domain?
3. What is the meaning of the term "common carr
4. Why is the railway business naturally monopoli
5. Why is joint cost such an important factor in tl
ment of railways?
6. What is meant by the term "increasing return
nection with transportation?
7. Why does railway competition naturally le
crimination?
8. Why is railway discrimination so injurious t
interests and to the public welfare?
9. Why is there such a strong need of government
of transportation agencies?
10. What are some of the dangers of excessive regul

CHAPTER III

AMERICAN RAILWAY DEVELOPMENT

The Development of Railway Transportation

THE ANTECEDENTS OF THE RAILWAY

In view of the vast extent of our present railway net, it is difficult to realize the fact that railway transportation in the United States is not a century old. As late as 1830 turnpikes and canals, together with such rivers as were navigable, constituted the chief means of transportation. The development of turnpikes and canals became a serious enterprise soon after 1790, partly in fulfilment of the government policy of internal improvements, and partly through private enterprise, stimulated by substantial aid received from both the national and the state governments.

The most important highway or turnpike was constructed by the United States. It was known as the Cumberland Road, or "National Pike." It started from Cumberland, Maryland, which was then about the center of population, extended across the middle west through Ohio and Indiana, and finally reached Vandalia in Illinois. It was begun in 1806, and its final stretches were completed in 1827. The original intention was that this turnpike should extend to St. Louis or Jefferson City, Missouri, but the superiority of canals and the possibility

of railways became clearly established before this plan could be carried out.

The construction of canals constituted an advance upon the building of toll roads. There was much activity in canal building, particularly after the war of 1812, and much capital, often secured from the states as subsidies, was wasted. The most important and the most successful undertaking of this sort was the Erie Canal, connecting the Hudson River and Lake Erie at Buffalo. This was begun by the state of New York in 1817 and was completed in 1825. It was profitable from a financial standpoint and succeeded in giving the city of New York the leading commercial position which it now holds.

The completion of the Erie Canal in 1825 came, however, only a few years before the successful use of the steam locomotive. As soon as the practicability of the railway was proved, its superiority to all other means of transportation began to be universally recognized. By about 1840, therefore, activity in canal construction entered upon a noticeable decline, and by the middle of the century it had practically ceased.

THE BEGINNINGS OF THE RAILWAY

Railways in the strict sense of the term—that is, roads provided with rails upon which wheels could run—had existed in England for about a century and a half before railway transportation in the modern sense had been developed. The application of steam to transportation constituted the great change. The essence of this change consisted in the substitution of mechanical for muscular power in the transportation of persons and the carriage of goods. As early as 1807 Robert Fulton established conclusively the practicability of steam navigation (many experiments, with varying degrees of success, having

been undertaken during the preceding two decades), and thereafter steam vessels multiplied with great rapidity. But the success of the steam locomotive as we now know it was not assured until 1829, when George Stephenson, in a trial test on the Liverpool and Manchester Railroad, demonstrated that his famous locomotive, the "Rocket," could attain a speed of 29 miles an hour.

With the locomotive on a practical basis, railway transportation in the modern sense was permanently established. The construction of the Baltimore & Ohio road marks the real beginning of the railway in the United States. The significance of this early railroad building was strikingly emphasized by President Hadley of Yale when he wrote, in 1885:

> On the fourth of July, 1828, Charles Carroll, last surviving signer of the Declaration of Independence, laid the first rail of the Baltimore & Ohio Railroad. One man's life formed the connecting link between the political revolution of the last century and the industrial revolution of the present.[1]

During the early years of railway enterprise construction was undertaken on a small scale. The Charleston & Hamburg Railroad of South Carolina, for example, which was chartered in 1829 and had 137 miles of line in operation by 1834, was for a short time considered the longest line in the world under a single management. In 1835 the Pennsylvania Railroad, with a little more than 200 miles of line, had about a quarter of the entire railway mileage in the United States.

Moreover, in the beginning people were not altogether unanimous in their support of railway enterprise, even after the superiority of the railway over all other means of transportation had been clearly established. Opposi-

[1] A. T. Hadley, *Railroad Transportation*, 1.

tion was manifested in many quarters. Thos invested in the construction of turnpikes and terly resented the intrusion of railway compe so powerful was the influence of canal intere some cases railways were at first denied the p carrying freight. Farmers, tavern-keepers, who anticipated that railway progress would i personal interests also made vigorous protest fundamental advantages of railway transport the acceptance of the new agency inevitable, popular enthusiasm for railway construction silenced the voice of all opposition.

THE GROWTH OF RAILWAY MILEAGE

A mere *résumé*, by decades, of the growth mileage will indicate the remarkable rapidity the American railway net was developed. In were but 23 miles of steam railway in the Uni Ten years later the mileage had increased to in another decade the total had reached 9,021 n ing these two decades construction had be confined to the seaboard states, and especia northeast, most of the lines radiating from th seaports. Then came the development of the the west, and the prosperity incident to the di gold in California in 1848. The north cen became well covered with tracks in a surprisi time. By 1860 the railway mileage of the co 30,635, and by 1870 it had increased to 52,914 panic of 1857 and the Civil War naturally e depressing influence on railway construction, on all enterprise.

In one way, however, the war served as a s railroad building. A transcontinental route

been the subject of discussion, but it became a reality only when the war made it politically important to unite the Pacific coast with the north and to provide adequate means of sending troops and military equipment to the west, if occasion should arise. Accordingly, in 1862, Congress passed an act under which the Union Pacific road and its connections were built from Omaha to California, and again, in 1864, an act providing for the construction of the Northern Pacific road. At the conclusion of the war further grants were made for western railway extension, other transcontinental roads being thereby gradually established.

By 1880 the railway mileage of the country had increased to 93,296. From 1868 to 1873 there had been feverish activity in railway building, the speculative nature of many of these undertakings largely contributing to the panic of 1873. For the five years that followed, from 1873 to 1878, there was a comparative lull in railway construction, and then began the most remarkable period of expansion in the history of transportation. In the decade from 1880 to 1890 more than 70,000 miles of line were constructed, making the total mileage 163,597. The following decade witnessed more conservative extension, partly because the depression following the panic of 1893 was unfavorable to railway construction, and partly because the rapid building of the previous ten years had supplied many parts of the country with adequate facilities. Nevertheless the mileage in 1900 had increased to 193,346, and on June 30, 1916, there were 254,251 miles of railway in the United States.

INTENSIVE DEVELOPMENT OF THE RAILWAY SERVICE

An adequate exposition of how the railroads in this country have increased not only in length but in capacity

for handling traffic, more powerful locomotive
cars, etc., is beyond the scope of this text.
include a discussion of the technical growth of t
anism of the railway—of the track, the locomo
passenger-coach, the freight-car, the terminal f
it would involve not merely such questions as
parative tractive power of locomotives and the c
tive capacity of freight-cars, but also a discussi
recent developments in transportation by mean
trical power. This last has resulted in a rapidly
net-work of interurban electric railways and
appearance of the increasingly important proble
electrification of steam railways. A mere enume
the various classes of cars now used on Ameri
ways—passenger, dining, parlor, sleeping, bag
press, postal, box, flat, stock, coal, tank, refrig
indicates the extreme differentiation of the se
the greater convenience of the users of railwa
portation.

But at this point, in connection with the p
discussion of the growth of railway mileage, it is
larly important to note that, in addition to e
their lines, the railways have enlarged their cap
serving the public by constructing additional trac
double tracking of the New York Central Railr
first in this country, was not accomplished till
War. In recent years the growth of additional
has been very rapid. From 1890 to 1907, for
while railway mileage (single-track) increased
per cent, the amount of second track increased
cent (from 8,438 to 19,421 miles), the amount
track increased 157 per cent (from 761 to 1,96
and the amount of fourth track increased 147
(from 562 to 1,390 miles). The mileage of yar

and sidings also increased 130 per cent (from 33,711 to 77,749 miles) during that period, and in 1916 the total trackage actually in operation amounted to 394,944 miles, as compared with 259,211 miles of line.

Public Aid to Railway Construction

THE NATURE AND PURPOSES OF PUBLIC AID

In the development of American railways the attitude of the public toward railway corporations has undergone extreme variations—having changed from the establishment of a policy of liberal aid and encouragement to the withdrawal of all assistance and the adoption of a policy of restriction and regulation.

In the earliest days some of the states directly undertook the construction of railways as government enterprises. This policy was short-lived. The panic of 1837, and the long depression that followed, found many states in such a deplorable financial condition that they were practically compelled to abandon their work of railway construction and even to sell to private companies the roads they had already built. This they usually did at a sacrifice. The state of Michigan sold its southern road to the Michigan Southern Railroad Company for little more than half of its actual cost.

What happened in Michigan was typical of the whole western situation. In the early days of its statehood it had planned and partly built two lines of railroad across its lower peninsula, from east to west. So severely, however, was the state shaken by the panic that, in spite of its heroic efforts to meet its obligations, the word Michigan became a scarecrow to eastern capital. As the years went on and there proved to be no possibility of completing the roads or even of procuring the money necessary to keep them in repair, it grew plain that the state must get rid

of them. One, the Michigan Central, one hundre
five miles long, ran from Detroit to Kalamazoo. T
Michigan Southern, also ran nowhere, but achiev
result with less effort, being only seventy-five miles

While the states early withdrew from direct
in the field of railway enterprise, however, t
so soon relinquish the policy which they h
almost from the beginning of railway trans
that of giving substantial aid to private com
this policy the states were joined by local g
and individuals, and later by the federal g
with the result that until about 1870 railw
was largely stimulated by extensive public
The contributions of the state and local go
as well as of private individuals, were made
as a means of developing the industrial and
importance of particular localities by securin
new markets. The federal government was a
only by a desire to push the frontier westwa
moting the settlement of the country, but a
necessity of providing better transportation f
the handling of the mails and the movement
The importance of railways for the movemen
has been amply illustrated in every nation
ticipated in the World War.

STATE AND LOCAL AID

The aid to railway construction rendered b
and local governments took many forms. A
tions in cash were made in large amounts by
other local units, and to a smaller extent by

[2] H. G. Pearson, "An American Railroad Builder," 23, 2
in Ripley, *Railway Problems* (revised edition), 62.

The loans of credit and of money that were made to railway companies likewise turned out to be mainly gifts, only a portion of them ever being repaid by the companies.

One of the most common forms of government aid was the purchase of railway stocks and bonds with public funds. The hope that the investment would prove profitable, the returns by the railway companies more than equaling the interest paid by the state for the money borrowed, was very seldom realized. States and cities also assisted the railways by guaranteeing their bonds, or by guaranteeing interest on bonds and dividends on stock.

Land grants were also common, both from cities, as sites for stations and yards, and from many of the states, for rights of way and for general railway purposes. Texas alone granted portions of its domain which equaled in area the whole of New York State.

NATIONAL AID

The promotion of railway enterprise was stimulated by the federal government through large grants of land and generous loans of public funds. The federal land grants began about 1850. Statute after statute was passed providing for grants of land from the national domain. The transcontinental roads were the most favored beneficiaries of these grants. It is estimated that the direct land grants of the national government, between 1862 and 1871, amounted to 26,000,000 acres, or some 40,000 square miles, and that the total land grants, between 1850 and 1871, amounted to 155,000,000 acres, or some 242,000 square miles.

These public land grants exceed in area the whole of the German Empire; they comprise an area four times as

great as that of all the New England states. In addit to these grants of land, the federal government loa the transcontinental roads, particularly the Union Pac and its connections, no less than $64,623,512 in Uni States bonds.

THE EXTENT OF PUBLIC AID

It is practically impossible to determine with certai the full extent of the aid received by American railw from the federal, state, and local governments. E the most painstaking investigations must rely mer upon estimates in many particulars. In some cases aid described in the legislative enactments was ne fully received, the railways failing to comply with specified conditions. In other cases, it has been disc ered, assistance was given in excess of that authoriz The public bonds given to railways were often sold a discount, so that the actual sums received were not eq to the nominal amounts specified in the laws. The ext to which loans to railways became gifts because of n payment cannot be accurately determined. It is possible to ascertain how much actual cash has b realized by railway companies from the enorm gifts of land conferred upon them by the nation, states, and the local governments; and it is difficult e to estimate satisfactorily the value of rights of way, de grounds, materials, and other property received from public. But that the total amount of such public aid enormous—running into hundreds of millions of dol —is evident even from the most cursory examinatio the facts.

The Speculative Character of American Railway Development

CAUSES OF SPECULATIVE CONSTRUCTION

The policy of public encouragement of railways, so lavishly pursued at first, was gradually relinquished, and early in the seventies it had been practically abandoned. In part this change of policy was due to the fact that many of the state and local governments were plunged so heavily into debt, and were laboring under such heavy burdens of taxation, that some of them were compelled to repudiate their obligations. To a large extent, however, the change of attitude on the part of the public may be ascribed to the speculative character of American railway development.

Most of the railroads of the United States were built to accommodate the needs of the future and not of the present. Moreover, though the earliest roads secured their capital by stock subscription, most of the lines were built with money borrowed through the issue of bonds. As a result of these conditions the spirit of speculation permeated most railway enterprise, and much of the speculative activity ran over into fraud and corruption.

Furthermore, the system of government aid accentuated these tendencies to fraud and corruption. The public subsidies not only resulted in the construction of roads long before the commercial necessity for them had arisen, but they led to extravagant expenditures, attracted financial adventurers, and encouraged irresponsibility in the use of both private and public funds. The bounty of the government was frequently accepted by promoters largely because public aid could be used as a basis for profitable speculation.

CONSTRUCTION COMPANIES AND FINANCIAL MANIPULATI

This speculative character of American railway bui ing has led to financial manipulation and fraudul practices. The Erie Railroad, for example, between 18 and 1872, increased its capital stock from $17,000,000 $78,000,000; and these issues were very largely, if n exclusively, made for the purpose of manipulating t market. Many of the roads paid excessive sums to co struction companies under the control of men who we also in control of the railroad companies. These pra tices have been frankly admitted by railroad men as w as emphasized by impartial students of the railroad pro lem. The methods of the early railway promoters ha been strikingly described by a former railway presiden

> Their plan was to procure the most favorable charters fr the states or the Government, to obtain large concessions in lan along the line, then organize a company, issue as many bon per mile and as much stock as they thought the public wou take, obtain from cities and towns as large subsidies as possi in money and promises, then make contracts with themselves which they received all the lands, subsidies, bonds and stock constructing the railway. They constructed it as cheaply possible, they sold the lands for the best price obtainable, se the bonds and stock to the public, and then marched on to ta other contracts and conquer other lands. When the day of re oning came, as it was bound to, the public found itself the own of bonds upon which the interest could not be paid, and the co munities found themselves with a poor railway in which they h no direct pecuniary interest. They saw the contractors w enormous fortunes, and they concluded that they had be cheated and robbed.[3]

Professor Ripley of Harvard University has describ these methods, which "correspond pretty closely with t

[3] From a lecture by M. E. Ingalls, in the Purdue University *Lecture Railroad Engineering and Allied Subjects*, 71, 72.

methods of the notorious Credit Mobilier and other companies concerned a generation ago in the construction of our transcontinental roads," by the following concrete hypothetical example:

A knot of promoters planning an enterprise first formed a railroad corporation and authorized, let us say, capital stock to the amount of $1,000,000. This consisted of 10,000 shares, par value $100. The stock was issued to themselves part-paid ($10 per share), $100,000 in all being temporarily borrowed by them individually for the purpose. A glowing prospectus then offered for sale two millions of bonds with the proceeds of which the road was to be built. These bonds were sold at 80, with perhaps a bonus of stock thrown in, thus realizing $1,600,000 in cash. From this the promoters reimbursed themselves for the $100,000 already advanced, by charging a 5 per cent commission for marketing the bonds. This enabled them to pay off their personal loans. It left $1,500,000 cash in the treasury of the railway corporation as well as a controlling portion of its own capital stock. The next step was the organization by these same directors of a construction company, which built the road for an actual outlay of $1,200,000. The railway directors now voted to pay their construction company $1,500,000 in cash for this work and in addition the remainder of the share capital of the road. A profit to themselves of $300,000 plus the prospective value of the capital stock, which had cost them nothing, obviously resulted. If the enterprise were henceforth profitably operated, all well and good. If not, it might fail even to pay interest on its bonds. If bankruptcy ensued, a receiver, possibly representing the old stockholders rather than the bondholders, was appointed. In any event the promoters had realized 300 per cent on their first investment, itself borrowed, from the profits of the construction company. Moreover, they still controlled the railroad through its capital stock. Thus were the foundations of a number of large fortunes laid—enough, that is to say, to envelop American railroad construction in an atmosphere of disrepute by no means generally deserved.[4]

[4] W. Z. Ripley, *Railroads: Finance and Organisation*, 18.

The Beginnings of Regulation

CHANGES IN PUBLIC POLICY

The change in public attitude towards the railways manifested itself in other ways than by the mere relinquishment of the policy of public aid. Late in the sixties the dissatisfaction and evils incident to the adjustment of railway rates began to attract general attention and to form the basis of popular discussion. In some measure these evils had already existed for a number of years, but it was not until after the close of the Civil War that they aroused widespread indignation.

In the early days the public had enthusiastically supported railway enterprise, for it saw only the progress and the enlarged opportunities which followed railroad building; but when the roads were built and ample facilities were provided, the people came gradually to learn that those in control of the railways occupied positions of extraordinary power, and that the manner in which this power was exercised was not always conducive to the general good. Complaints arose in greater and greater number against the burdens of excessive railway charges and against the dangers of monopoly control in private hands. A spirit of hostility began to be manifested against railroad companies; the railway owners, who had once been looked upon as public benefactors, began to be denounced in unsparing terms.

The truth is simply that the inevitable had happened. The railway was now old enough to indicate its immense power over the social, political, and industrial life of the nation, and the nature of the railway business was such that, if the railways were left entirely in private hands, the public interest must necessarily be jeopardized. As this truth forced itself upon the minds of the people, the

subject of public aid was forgotten, and there arose in its stead an insistent demand for government regulation of railways. So effective was this agitation that several states immediately established systems of public control; and so persistent have been the evils involved in the adjustment of rates and service that the precedent set in the early seventies by a few of the states has been followed by the nation and by nearly all of the state governments.

THE METHODS OF PUBLIC CONTROL

When the American people became aware of the existence of pressing evils in the administration of our railways, they might have adopted any one of several different methods as a means of meeting the situation. On the one hand, they might have placed their reliance upon the potency of competition for the establishment of desirable conditions in the railway business. To no small extent the popular agitation directed itself to the maintenance of railway competition. But while this plan once had numerous advocates, and still has not a few, they have rapidly diminished in number as the realization has been forced upon them that competition itself is responsible for much of the difficulty, because of the abnormal form which it assumes in connection with railway enterprise.

On the other hand, as another possible extreme, the people might have adopted public ownership as a solution of the evils springing from private management; but a change of so radical a character was not permitted or seriously considered by the spirit of conservatism which prevails in our political affairs.

Between these two extremes two middle courses were possible: one, to rely upon the common law for the redress

of injuries inflicted by railway misdeeds; and the other, to establish a system of government regulation.

The first of these did not promise adequate relief. In the matter of discrimination there was some question whether the common law imposed emphatic prohibition; the courts, moreover, do not possess the necessary machinery for enforcement. Against the practice of extortion the relief of the common law was likewise inadequate. It is true that the law imposed upon common carriers the duty of providing transportation at reasonable rates, but here again machinery of enforcement was lacking as before.

The only remedy open to a shipper who had been forced to pay an exorbitant rate was to sue for recovery of the excess payment. Such suits could not be relied upon to provide adequate protection for the public, for the amount to be recovered by the particular shipper would necessarily be small, and the expense and delays incident to litigation would frequently prevent shippers from availing themselves of this remedy. Moreover, even if damages were recovered, the railway would still be free to repeat the offense in the future. The only effective alternative open for the people, then, was the establishment of a system of public supervision and control.

THE APPEARANCE OF RAILWAY ABUSE

Such a system of government regulation was first established in the states of the middle west—in Illinois, Wisconsin, Minnesota, Iowa, and Missouri. These states were the leaders in railway regulation because it was in their borders that railway abuses first became so numerous and so oppressive as to provoke a strong anti-railway sentiment. In the late sixties and the early seventies the population in these states was comparatively sparse and

scattered. Railway traffic, therefore, was light, and hauls were long. As a result the railways were driven to increase their revenues by charging high rates wherever it was possible to do so. Moreover, new lines were being built with greater rapidity than the industrial condition of the country required, so that an intense rivalry for traffic was developed, resulting in local favoritism and the general disregard of distance as an element in rate-making. Complaints of extortion and discrimination thus became common and resentment against the railways was everywhere nourished.

There were other causes, too, which conspired with these rate abuses to create a hostile feeling. The railways were owned to a large extent by eastern or European capitalists who "were regarded by the farmer as the absentee land-owner is regarded by the Irish tenantry. Whatever was paid to the railroad-owner seemed like so much direct drain on the resources of the community."[5] There was also the widely prevalent idea that, because rival roads voluntarily fixed a given rate between competing points, they could necessarily afford to carry for that rate, and hence for much lower rates between intermediate points. The feeling spread, therefore, that most of the farmers were being made the victims of the greed of railroad-owners; and the decline in the prices of agricultural products made them feel the burden of transportation rates even more heavily.

THE GRANGER LEGISLATION

These conditions produced in the middle west a widespread agitation for government regulation of railroad rates. This cause was espoused by the farmers' granges, so that the entire agitation came to be known

[5] A. T. Hadley, *Railroad Transportation*, 133.

as the Granger Movement and the laws in whic
minated as the Granger Legislation. This leg
which was enacted between 1871 and 1875, estab
system of public control in which reliance was p
part upon commissions and in part upon the
statutory provisions.

The idea of railroad regulation through com
was not a new one: for some thirty years a few
sions had existed in the eastern states. The po
these commissions had been very limited in thei
As a general rule their duties were confined to th
tion of the physical properties of railways for the
of preventing accidents, the collection of statist
the investigation of alleged violations of the la
the charter provisions. At first they posse
authority over rates, but with the development o
connected with rates, and especially with the gr
anti-railway agitation, it was seen to be neces
clothe these commissions with some power of rate

In the beginning the Granger states were disp
rely upon direct legislative regulation rather th
the activities of administrative commissions.
were enacted which forbade extortion and unj
crimination, making such practices penal
and prescribed schedules of maximum rates
observed by the railroads. The general pro
clauses have been permanently retained in the
railway legislation of all the states; the maxim
provisions have been abandoned in many of th
and superseded by new enactments in others.
whole, the tendency of the Granger Legislation
make the work of commissions the chief feature
systems, confining their direct rate legislation to

provisions prohibiting unreasonable and discriminatory rates and practices.

THE ATTITUDE OF THE RAILWAYS

The attitude of the railways towards this complete reversal of governmental policy—from the practice of public aid to the enforcement of public control—was naturally one of resentment and opposition. Their protests were vigorous and bitter; they denounced the legislation on manifold grounds. They denied that the state possessed any rightful authority to regulate rates; they asserted that the states had violated the rights guaranteed to the railways by their corporate charters; they assailed the laws as unwarranted attempts to regulate interstate as well as local commerce; and they asserted that the rates fixed by law were so low that they would prove ruinous, depriving the railway-owners of any return on their investment, discouraging further capital from the field of railway enterprise, bringing railway construction to a standstill, and seriously crippling American industry.

In spite of this vigorous and varied attack, the railways received very little relief through judicial channels; the legality of the legislation was very generally upheld. Nor, in all probability, would the railway protest have produced much effect upon the public mind, if extraordinary circumstances had not arisen. But a severe panic occurred in 1873, followed by a long period of depression. During this period all forms of business enterprise, including railway construction, were seriously curtailed. The idea was suggested, and was diligently fostered by those interested, that the Granger Legislation had caused the cessation of railway extension. This was true in some small measure, in so far as capital was watching the

effects of the new laws; but for the most part the situati in the railway field was merely a phase of that affecti all business. Nevertheless these unusual conditio resulted in temporarily abating the vigor of governme regulation. There was some reaction in public sentime from the extreme to which it had gone; some lenien was shown in the enforcement of the laws; and a fe states—Wisconsin, Iowa, and Minnesota—relaxed the rigorous systems of control and placed the supervision railways in the hands of commissions with only adviso powers as to rates.

This relaxation, however, was only temporary. T movement for railway regulation has made irresistib headway, so that today it is nation-wide and thoroug going. It may be noted further that the carriers as whole not only follow the letter of the various orders the regulating bodies, state and interstate, but conce that regulation is beneficial to them. The chapters th follow are devoted to a more detailed consideration the nature and extent of this regulation.

TEST QUESTIONS

1. Describe very briefly the development of American railw transportation.
2. In what ways has the public aided in the construction railways in this country in the past?
3. Why did speculation naturally enter into the constructi of some of our earlier railways?
4. How were construction companies utilized in financing so of our early roads?
5. Trace briefly the events which led up to the regulation railways in this country.
6. What was the first attitude of the railways towards regul tion?

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